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The weekly for the coach industry

Issue 636 £1

April 25th, 1991

British Coach Rally: Setra scoops a double

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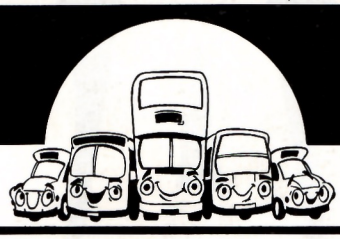

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1984 LEYLAND TIGER 245, Plaxton 3500, 50 reclining seats, ZF manual gearbox, Webasto, dble glazing, Leyland re-con engine, April 1990, MoT 15/11/91, stock no M022.
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1983 LEYLAND TIGER 245 (exchange fitted 23/10/90) Plaxton 3500, 48 reclining seats, hydracyclic, semi-auto gearbox, rear o/s sunken toilet, rear o/s cont door, Webasto, destination gear, MoT 20.12.91, includes full repaint in single colour of your choice. Stock No M021.
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M.O.T. APR 1992 **£29,500 NETT**

BOVA 1985 FUTURA FHD 12.280 INTEGRAL 12M, 49 recliners, grey/blue moquette, centre sunken toilet with continental door, tinted double glazing, curtains, courier seat, power entrance door, coffee machine, wired for TV/video, white/orange.
M.O.T. DEC 1991 **£50,000 NETT**

DAF 1984 DKFL CAETANO ALGARVE 12M, 49 recliners, grey/orange moquette, power door, courier seat, curtains, toilet, wired for T.V./video, carpet, water boiler, duo red/white.
M.O.T. JUNE 1991 **£37,500 NETT**

DAF 1983 (NOV) DKFL JONCKHEERE JUBILEE P50 12M, 49 recliners re-trimmed in grey/red moquette, power door, o/s rear sunken toilet with continental door, double glazed tinted windows, Tempo 100, wired for T.V./video, Telma retarder, drinks machine, magazine nets, all white.
M.O.T. NOV 1991 **£42,500 NETT**

LEYLAND 1987 TIGER 260 DUPLE 320 12M, 50 recliners, grey moquette, power door, toilet, servery, suspension raise system, all white.
M.O.T. FEB 1992 **£47,500 NETT**

DAF 1986 DKFL PLAXTON PARAMOUNT 3500 12M, 49/53 recliners, grey/red moquette, demountable rear sunken toilet, continental exit door, courier seat, curtains, power entrance door, wired for TV/video, cream/duo blue.
M.O.T. FEB 1992 **£57,500 NETT**

LEYLAND 1985 TIGER 245 PLAXTON PARAMOUNT 3500 12M, 51 str., autumn tint moquette, (46 recliners + 5 fixed at rear), power operated entrance door, TELMA, courier seat, curtains, continental door, provision for driver's berth, all white.
M.O.T. MAR 1992 **£42,500 NETT**

VOLVO 1984 (AUG) B10M PLAXTON PARAMOUNT 3500 12M, 49 recliners, beige/red moquette, rear sunken toilet with continental door, driver's berth, courier seat, Webasto heating, TELMA retarder, drinks machine, curtains, tinted double glazing, power entrance door, wired/boxed for T.V./video silver/blue.
M.O.T. JULY 1991 **£47,500 NETT**

DAF 1983 DKFL VAN HOOL ALIZEE-H 12M, 48 recliners, brown moquette, rear floor mounted toilet, continental entrance door, Webasto heating, driver's berth, power operated entrance door, courier seat, curtains, wiring for T.V./video, white/grey/red.
M.O.T. FEB 1992 **£42,500 NETT**

VOLVO 1988 B10M DUPLE 320 12M, 55 recliners, grey/red moquette, power entrance door, curtains, white/duo red.
M.O.T. SEPT 1991 **£70,000 NETT**

LEYLAND 1982 (AUG) TIGER 245 PLAXTON VIEWMASTER 12M, semi-automatic gearbox, 49 recliners, red/orange moquette, courier seat, power entrance door, tinted side windows, curtains, o/s/r sunken toilet, continental door, water boiler, fridge, wiring for T.V./video, grey/duo green.
M.O.T. MAR 1992 **£29,500 NETT**

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In detailing these used saloon coaches we have quoted the year of registration and not necessarily the model or year of manufacture.

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COMMENT

THE news that Plaxton is to relocate its Reeve Burgess operation at Scarborough with the loss of 170 jobs sent a chill through the British Coach Rally last weekend and served as an added reminder that there is no avoiding the recession currently sweeping through the industry.

Attendance by the trade and operators at both Southampton and Blackpool, staged the weekend before, was down and the ranks of spectators at both events was much thinner than last year.

At Blackpool, the rally mustered support from just 17 operators and 16 trade displays, with the picture similarly depressing on the south coast.

There must be a point when organisers, sponsors,volunteers and stewards question the viability of spending time and money for so little. Two inevitable questions are raised:

- Can the rallies survive in their present form?
- Can the industry presently support two rallies - especially with the events being run so closely together?

The answer to both these questions must be no.

The spirit of the National Coach Rally and the British Coach Rally survived and those who entered remained enthusiastic to a degree that would defy logic if it was only bottom-line calculations that mattered.

Whatever the ecomonic realities of life, the industry deserves a coach rally in some shape or form.

It provides an opportunity to show off your new coach, display your driving skills - and most important of all - enjoy being a member of the coaching fraternity.

Time has no respect for tradition. The industry has changed dramatically over the years - particularly since deregulation - and in the current economic climate, so must the rallies.

Whatever the emotional arguments, serious consideration must be given to the format and content of both events before they slide into anonymity.

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■REDUNDANCIES

Plaxton to close Reeve Burgess midi-bus plants - 170 jobs to go

PLAXTON is to shut-down its profitable Reeve Burgess midi-bus plants in Chesterfield with a loss of 170 jobs. Body building operations transfer to the under-utilised Scarborough site in a bid to ride-out the recession.

This move follows rapidly in the wake of further job cuts and an imposed wage-freeze for the Scarborough workforce *(Coachmart,* April 16).

Reeve Burgess managing director, David Quainton, and the sales team are retained. They will continue until the end of the year to operate from Pilsley, one of the two Chesterfield sites.

Over the past six years, Reeve Burgess developed a range of vehicles which took it to market leader in the small to medium-sized market. Its latest product, the Pointer on Dennis Dart, won Midi-bus of the Year at the British Coach Rally. However, jigs for the Pointer's all aluminium frame had already been duplicated at Scarborough so that spare capacity could be used to cope with bulk orders from London Buses *(Coachmart,* February 7, 1991).

Mr Quainton blames the recession. He said: 'I am very sorry to see the loss of the operation at the Pilsley location, but, in the prevailing market conditions, only a consolidated activity can ride the recession. We shall now be able to continue to provide our many customers with technically excellent and imaginative products.'

Neil Beresford, managing director of Plaxton's manufacturing division, said there was little prospect of improvement in PSV orders in the medium term. He emphasised the need for rationalisation to ensure efficiency, customer service and employment.

He admitted that Reeve Burgess was currently trading profitably, but the market for all public service vehicles in the UK was at a record low. He added that it was necessary to rationalise manufacturing capacity to ensure that overall efficiency, customer service and employment be maintained.

Putting on a brave face: senior Reeve Burgess management at the British Coach Rally at Southampton last weekend.

Mr Beresford said: 'We have invested heavily in our large and more modern Scarborough plant. In contrast the Pilsley operation needed considerable investment which our order book could simply not justify.'

Speaking of the future, Plaxton chairman, David Matthews, said: 'We can only hope that the Government responds positively to the realistic proposals of the Bus & Coach Council, and of Plaxton, to encourage the development of the bus as the major means of tackling congestion in our towns and cities and providing effective public transport.This would give a tremendous boost to the industry, and allow us to produce more of the new, clean, environmentally friendly and safe buses that the travelling public wants and needs.'

■BUS

Carlyle is on the move

THE Carlyle Group is to end an era and move out of its historic Edgbaston site- home of passenger vehicle production for 70 years.

The company describes the reasons for the move from the former Midland Red engineering works as 'financial' and said it will take place as soon as a more cost-effective alternative is found..

Chairman, Mike Wailing, said: 'Our present site is too large for existing operations and this was an obvious step for us to take. The area is now the subject of so much urban renewal that we believe the site is now far better suited to developments in keeping with the new image which Birmingham is making for itself.

'We shall be looking for a suitable home within the locality so that we can retain the existing skills of the workforce. The wide range of activities we cover really call for premises suited to the needs of the next century and that is what we are looking for,' he added.

Mr Wailing and his colleagues have owned and operated Carlyle since its privatisation and he said: 'The bus industry is under extreme pressure at the moment and it is difficult to assess its needs until the Government addresses some of the fundamentals, particularly regarding fleet replacements.

'In any event, the process of developing the site will take some time and we are optimistic that the industry will pick up sufficiently for us to build on what we have achieved.'

■COACH

Good news for Shearings

SHEARINGS has lifted some of the gloom surrounding the coach industry with one of the largest orders ever placed for Volvo B10M chassis.

The £5 million order for 55 chassis with Plaxton and Van Hool bodies are for 1992 delivery. Ten will have 262 bhp Volvo THD 102KA engines with ZF 5HP500 automatic gearbox and ABS. The others will have larger 273 bhp THD 101GD engines and manual ZF S6-90 gearbox.

■COACH

Midland Fox helps schools hit by crash

MIDLAND Fox, through its division, School Life, has stepped in to help schools hit by the failure of Adventure Travel International.

ATI went into receivership in March, following on the heels of a number of other holiday company failures.

David Martin, Midland Fox's managing director, said: ' Sadly, we at Midland had seen a number of failures in the holiday business.

'Last year we had come to the rescue of passengers who were stranded on the continent, following the failure of a company in Rugeley. One of our divisions, Ambassador Royale, made immediate arrangements to make sure stranded passengers were brought home. '

'Over the years we have acquired the necessary expertise to put together professional and well organised school holidays. Last year we decided to use that to establish our own independent specialist schools division. We are now in a position to offer replacement holidays to many schools who have been looking forward to holidays this year,' said Mr Martin.

The holidays are bonded through the Bus & Coach Council scheme and Mr Martin added that School Life had no association with ATI or any other failed company.

BRIEFS

● **DEVON County Council has awarded a new contract to Dawlish Coaches for the continued operation of the town's bus service.**

The contract was won following a new competitive tender issued by the council and came into effect earlier this week.

● CROSVILLE Wales has applied to Wrexham Council to use land at Ruabon for a new bus depot.

The company's Mold Road premises in Wrexham was closed earlier this year following a reduction in operations after a bitter month-long strike.

● **BUS fares are to rise by between 5p and 10p on Harrogate & District Travel services.**

The company blames higher diesel prices, a new wage settlement and the extra costs involved in moving from Harrogate bus station.

● MILTON Keynes Coachways' £150,000 improvement scheme was officially opened this week.

The new arcade gives passengers a covered waiting area and three separate buildings house a new waiting room, cafe and public toilets as well as a ticket sales office.

It was jointly financed by by the city council, Milton Keynes Development Corporation and Milton Keynes Borough Council.

More than 2,000 passengers pass through Coachway a week and National Express, Caledonian Express and United Counties Coachlinks operate from the centre, offering up to 150 departures a day.

● **PATTERSONS Coaches of Selly Oak, Birmingham, has diversified into local bus operation with two new services on contract to Centro, the West Midlands Passenger Transport Executive.**

■COACH

Scottish Citylink in row with ex-SBG companies

RELATIONS between former Scottish Bus Group companies and Scottish Citylink took another turn for the worse last week with the withdrawal of all facilities by Lowland Omnibuses and Highland Bus and Coach's announcement that it is to start internal express services in Scotland.

Lowland was due to come off Citylink work at the end of the month, but terminated the contract early. It is believed considerable sums of money were owed by Citylink for work and this was the third occasion that Lowland had threatened to end services unless payments were made.

Lowland's operations director, Neil Woods, said: 'Our previously good relationship with Citylink has been soured by the recent change in management strategy through the non-payment of due accounts and unwillingness to negotiate sensible contracts.'

Lowland, the first SBG company to be privatised, won the contract for Citylink's London-Aberdeen service last year and invested in three new Scania/Plaxton coaches for the work.

Lowland Scottish: severed its ties with Scottish Citylink.

Highland Bus and Coach is also losing Citylink work, but starting an Inverness-Edinburgh express service at almost identical fares to the Citylink service. Highland is also introducing a service from Inverness to Ullapool and Caithness. And Skyeways of Lochalsh is to operate a twice daily Glasgow-Inverness service.

Ken Smart, Highland general manager, said his company had also suffered late Citylink payments and was bitter to see what was happening to services built up by Highland in pre-Citylink days. 'They have been given away bit by bit to Citylink's new-found friends,' he claimed.

Citylink managing director, Guido Crolla, was surprised by Lowland's action. 'We were happy to work with Lowland and they were the first operator we spoke to when planning our summer timetable. They could have had whatever they wanted.

'We are changing the service pattern on east coast cross-border services, using double-deckers, and our thrust is now on improving the quality of vehicles and staff. We were happy with Lowland's performance, but talks broke down.'

Crolla said the outstanding payments were for February and it was standard practice to settle accounts a few weeks in arrears. He dismissed suggestions that the payment problem might imply his company had financial problems and indicated its first set of accounts would show it had traded profitably.

He said: 'We had some problems with Highland's older vehicles, but it was offered alternative work which it turned down. With the new services introduced by Highland, Citylink is relegated to a poorer stance at Inverness bus station with no parking facilities. It will cause us a major traffic problem.'

■COACH

Top BCC official in 'dirty tricks' claim

A TOP Bus & Coach Council official believes he has become the victim of a 'dirty tricks' campaign following a series of 'malicious' incidents.

John Atkinson, director of Barnsley based Crusader Coaches (Yorkshire), this week told how his company had suffered:

● A mysterious fire which completely gutted one of its coaches;

● A threat of physical violence to one of its drivers;

● Investigation by ABTA.

Mr Atkinson was speaking after reading in last week's *Coachmart* that someone without his knowledge had advertised for sale one of his coaches.

He said: 'It is getting to such an extent that I can no longer ignore the incidents as pure coincidences.

'I fear that someone is conducting a vendetta against my company.

'I have reported the latest incident to the police.'

The cause of the fire which destroyed an Optare City Pacer last November was never discovered and Mr Atkinson- chairman of the South Yorkshire region of the BCC- said: 'At the time, police asked me if there was anyone who had something against me. I didn't even think of that. Now it seems there could be.'

Crusader Coaches started operating six years ago and now runs five coaches, mostly on continental trips.

■TAKEOVER

CNT set to buy Sovereign

HONG KONG Citybus parent group, CNT, is expected to announce its acquisition of Sovereign Bus & Coach within the next fortnight.

Sovereign managing director, John Wilson, confirmed that talks were nearing conclusion. He said the deal with his company's holding group, AJS, is likely to encompass Sovereign, Welwyn Hatfield Line and Sovereign Harrow - a fleet of 112 vehicles plus premises and contracts.

Formed by Alan Stephenson, Harrow based-Sovereign has been touted for sale for some time and is the AJS Group's remaining southern interest.

The sale follows a series by the group which has involved the majority of Premier Travel Services of Cambridge to Cambus Holdings, Stevenage Bus to Luton & District, York City and District and Target Travel to Rider Holdings and a 75 percent interest in the bulk of County Bus to its managing director.

'The three companies fit in with CNT's stated intention to buy London area businesses,' said Mr Wilson. He added that any deal will almost certainly mean a straight transfer of all operations from AJS to CNT.

The news comes as the ink dries on Sovereign's new subsidy contract with Stevenage Council - a row which earlier this month saw Sovereign refusing to honour pensioners' bus passes.

'We now have a commitment to a 10 percent increase in subsidy and the promise of reviews up to the 1994/95 financial year,' he told *Coachmart*.

Mr Wilson said its long-standing row with the council came to a head this year when it was offered the option of opting out of the concessionary fare scheme... and promptly did so.

'We understood they had done a private deal with Luton and District which we didn't agree with. The council tried to force us to accept this year's scheme.

'This has caused us a lot of 'aggro' but we have now reached a compromise,' said Mr Wilson.

■FIXTURES

BCC tells coach operators how to make more cash

COACH operators in the east Midlands were given professional advice on how to generate extra profit from their business at a seminar, 'Untapped Profit Sources', organised by the local region of the Bus & Coach Council.

Speakers at the event included Peter Huntley, of the Transport Advisory Service. He told how the interpretation of statistics of tendering results could help win more contracts at better prices.

Revealing that 13 percent of contracts awarded were not to the lowest price, he urged delegates to state if they would be giving added value.

Concentrate on what you are good at was the theme which rippled through the day and surfaced in a presentation by Simon Allen, managing director of Norman Allen Group Travel.

He suggested the use of agents to select hotels- giving operators time to concentrate on running coaches.

Delegates were also pointed in the direction of 24 different areas where grants, subsidies or other sources of free money were available to coach and bus operators. Reaction to the day-long seminar in Kegworth, Leicestershire, was good.

Eric Parkin of Thornton Dale Coaches, Pickering, North Yorkshire, said: 'It was a very good day- the best £15 worth for a long while. Everyone will have gone away having learnt something.'

■LIQUIDATION

Stirk: six-coach operation blames recession for troubles.

Liquidators called in at Stirk & Sons

INSOLVENT J S Stirk & Sons (Coaches) of Co Durham, and associate Stirk Travel Ltd have ceased trading after calling-in joint liquidators, Jeff Cawson and Lynn Houghton of BDO Binder Hamlyn.

Mr Cawson confirmed that passengers and coaches on three continental tours returned to the UK without problem. The company blames the general recession for its difficulties.

The Stirk family-owned companies ran six coaches, some on finance, from garage premises in Staindrop.

A creditors' meeting will take place on April 30 at Blackwell Grange, Moat House, Darlington.

■BRIEFS

● **SELKENT will be replacing single deckers with new midibuses when it takes over the running of bus route P4 from Kentish Bus this weekend.**

The London Buses subsidiary won the London Transport route from Brixton to Lewisham in the latest round of competitive tendering.

It will also be running the service twice as often during the day and introducing evening services and experimenting with a Sunday service.

● OFF-PEAK buses on London Transport route 244 are being extended this weekend to serve the new Belmarsh Prison.

Buses affected by the change run in the early morning, middle of the day and evenings on Mondays to Fridays and all day on Saturday. It is operated by London Central under contract to LT.

● **ALTON Towers has refurbished its coach driver rest room and promises further changes.**

Refurnished and redecorated, the rest room now offers armchairs, soft drinks, TV, a patio and coach washing facilities.

● ROTHERHAM and District's former managing director, Glynn Pegg, has issued a statement correcting financial information resulting from his firm's insolvency.

He told *Coachmart* there were 20 redundancies following the voluntary liquidation. Liabilities were £52,000, and assets £15,000. Creditors included Inland Revenue (£20,000), Midland Bank (£5,500), EMMS (£5,500), and Abbey Taxis (£1,400). The Pegg family is owed £17,000.

● **THE number of passengers using the City of Notiingham's temporary coach park has topped 100,000 since it opened 18 months ago.**

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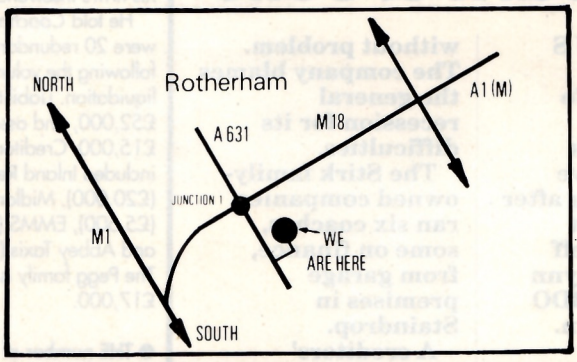

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■TAKEOVER

Beeston's deal stirs up trouble

SUFFOLK operator Beeston's of Hadleigh has boosted its fleet by 16 vehicles and caused a local rumpus in the process.

The firm has taken over long-established rival Theobalds by buying the vehicles but has declined to buy the premises of the Long Melford operator, and has asked its drivers to re-apply for jobs.

Now Hedingham Omnibus is claiming it has been 'gazumped' in a deal with Theobalds, claiming it had spent over £1,000 negotiating before being dumped in the eleventh-hour deal with Beeston's.

'Theobalds has been up for sale for a year, and I haven't pushed my offer at all,' said Beeston's managing director, Roy Munson. 'I have kept in contact with the situation, but it came to a sudden end when financial advisors, Kitson Impey, phoned me on a Friday and asked me to make an offer.'

Mr Munson says he did so and was asked to complete on the sale within two working days: 'I made it clear I wanted no negotiation,' he told *Coachmart*.

The extensive premises of Theobalds were, said Mr Munson, on offer for almost £190,000 but did not seem attractive at that price. Beeston's is using the premises on a day-to-day basis but is prepared to absorb the vehicles into its own fleet at any time.

The ageing coaches are to be gradually replaced by Beeston's though Mr Munson said the nature of the work and contracts will not change.

Hedingham director, Robert McGregor, told a local newspaper he was absolutely disgusted by the treatment he got from Theobalds, and thought at one point he was the only bidder in the running: 'Theobalds just did not want us to take them over,' he commented.

• Beeston's Hadleigh-based fleet is now 32 vehicles, with a further 28 at the Mulleys Motorway firm - based near Bury St Edmunds - which it took over. Beeston's Felixstowe premises, including space for six vehicles with workshops, is up for sale.

■ PEOPLE

David Graham

FORMER Bus & Coach Council president, David Graham CBE, director general of the Greater Manchester Passenger Transport Executive, has died following a serious operation.

Mr Graham (61) joined the PTE as director of finance in 1969 and in 1976 became director general. He was the architect of innovations like the Metrolink LRT system and the airport rail link. Mr Graham, who lived in Prestbury, Cheshire, leaves a wife, Valerie.

Micky joins Clansman

CITYLINK'S Clansman Monarch tours operation will have a new sales and development manager next month when Micky Forster joins the company.

He was formerly commercial manager for British Airway's Highland division.

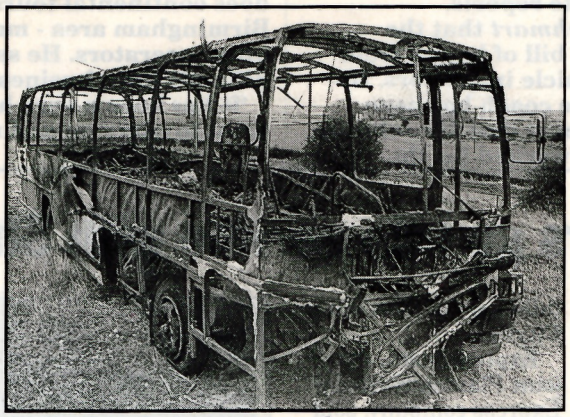
■ACCIDENTS

Primrose Valley fire is a mystery

THE cause of a fire which gutted a Primrose Valley coach carrying 48 miners' wives is unlikely to be discovered.

The V-registered Ford Plaxton Supreme burst into flames in Buckton, in North Humberside. The driver, Keith Major, and other helpers managed to evacuate all the women passengers, aged from 55 to 75, before the coach became a fireball, fanned by strong winds.

'We will probably never know what started the blaze but, since the alarm was raised after smoke began coming from under the dashboard, it seems likely to be linked with wiring,' said Eric Boyes, general manager of parent company Scarborough and District. 'The other six similar vehicles in the EYMS group have now been checked and we found no problems.'



Fire: miners' wives evacuated.

Mr Boyes said vehicle examiners have been over the coach but the extent of the damage is likely to have destroyed any evidence.

'I understand the vehicle suffered an electrical fire three years ago and had substantial re-wiring,' said Mr Boyes. 'But I cannot confirm this, since EYMS only acquired Primrose last February.'

Passengers praised the driver and were treated to five bottles of champagne by Scarborough.

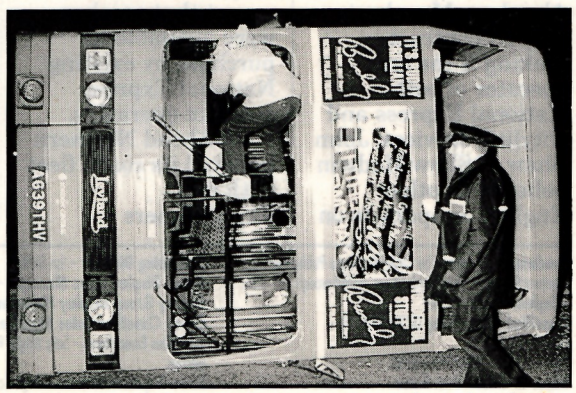
Driver charged after double-decker crash

A FRENCH lorry driver has been charged with driving without due care and attention after a collision with a London Central double-deck left one passenger on the critical list and others needing treatment.

The accident at the Elephant and Castle pub near Vauxhall Bridge led to 20 bus passengers on the night service N79 being rushed to St Thomas Hospital, where a woman in her 20s was detained with serious head injuries.

The lorry collided with the rear of the bus at around 1 am, overturning the vehicle.

The truck driver, Jean-Michel Andre, from Brittany, was charged after the accident.



Vauxhall Bridge crash: a rescue worker clambers on board the toppled double-decker.

■ACCIDENT

Operator faces £1 million lawsuit over death crash

MONTEGO boss, Melvyn Eardley, is threatened with a £1 million lawsuit following a fatal crash at Joigney, 80 miles south of Paris, last June.

Eleven passengers were killed when Montego's Van Hool Astromega overturned and driver, John Johnson, has subsequently been charged with involuntary murder. Mr Eardley continues to operate as Eurotrek of Leek, Staffordshire.

Delays by the French authorities are believed to have forced the lawyers, representing survivors and relatives, to hold Mr Eardley personally liable. There is still no date for Mr Johnson's trial and Montego's coach is still impounded by the French authorities.

Although Montego's insurer, Norwich Union, has agreed to meet claims, no compensation can be paid until the French investigating magistrate reports.

Mr Eardley told *Coachmart* that the Astromega had a clean bill of health from French and British vehicle inspectors. He said: 'Everything on the coach has been exonerated.' He confirmed that Mr Johnson, who is on bail, has not worked for the company since the crash.

While sympathetic to the frustration faced by the crash victims, Mr Eardley believes they would be better advised claiming against his insurance company.

He said: 'There's no point in sueing me for £1 million because I haven't got that sort of money.'

As a consequence of close scrutiny since last summer, Mr Eardley faces West Midlands traffic commissioner, John Mervyn Pugh, on allegations of 22 tachograph offences. These include failure to write on the back of the chart details of how drivers got down to Dover and taking 35-minute breaks.

Meanwhile, Mr Eardley has resurrected his owner-driver business under the Eurotrek name. He has a new Jonckheere-bodied MAN 16.290 on lease purchase. This does continental tours from the Birmingham area - mainly on behalf of other operators. He said: 'After a very difficult time, business has picked-up.

'It has been a very hard struggle, but I still want to carry on and run a very tidy coach.'

■COACH

Expressliners go into service with Shaw-Hadwin

SHAW-HADWIN of Silverdale is among the first to buy Expressliner coaches outright. It is running a pair of the Plaxton/Volvo coaches to unique National Express specification on the Barrow-London service.

The 50-vehicle company has also expanded its express coach operation with Scottish Citylink's Aberdeen-Manchester Airport contract, making it the only operator of both National Express and Citylink services. John Shaw of Shaw Hadwin believes no other English company is on full-time contract with Citylink.

Expressliners, the joint Plaxton/National Express company, sold 20 standard specification Expressliner coaches in a one-off move at the end of last year. The coach is normally only available on lease through Plaxton's Roadlease finance subsidiary, but a surplus of vehicles meant that coaches were available for purchase by existing National Express contract operators.

Go-Ahead Northern updated its coach fleet with four Expressliners purchased as a preferred option to leasing because the coaches could be cascaded later to other work.

Expressliner: running on Barrow-London service.

Roadlease's Glynn Mckenzie told *Coachmart* that no further outright sales would take place.

● Roadlease has appointed former Havelet Leasing man, Keith Carruthers, as its southern area sales manager.

■BUS

Soar Valley gets new mini-coach

TWELVE years successful operation by Soar Valley community transport volunteers has been rewarded with a new mini-coach from its sponsor, Nottinghamshire County Council.

After 110,000 miles, a six-year-old Ford Transit has been retired and a £35,000 Mercedes-Benz 16-seater handed-over to operations manager, and Sutton Bonington postmaster, Ron Beers, by Nottinghamshire County Council's environment committee chairman, councillor Gordon Young.

Said Mr Young: 'There is no doubt that a large chunk of South Nottinghamshire would be virtually isolated in public transport terms if it was not for the Soar Valley Bus and the dedicated people who run it.'

The bus operates on a Community Bus Permit with up to 70 volunteer drivers. It serves the villages of Kingston on Soar, Normanton on Soar, Ratcliffe on Soar, Sutton Bonington and West Leake. School runs are supplemented by timetabled shopping services and the bus is available for private hire at 28p per kilometre.

Around 12,000 passengers are carried a year - 2,000 on private hire.

Mr Beers hopes the Mercedes will attract more volunteer drivers to the service.

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Blackpool Rally... Blackpool Rally... Blackpool Rally... Blackpool Rally... Blackpool

Mike Morgan looks at some of the vehicles that made their debut at the recent 31st National Coach Rally at Blackpool in a special Fleet Update review.

Ashford Luxury Coaches shrugs off vandal attack to grab an award

MARTIN Cornell of Ashford Luxury Coaches, Bedfont, Middlesex was one of two southern operators at the 1991 National Coach Rally at Blackpool.

He left Blackpool with the Wilf Bearshaw Memorial Award for the best performance in the driving tests and a vandalised front-end on his new 21-seat Mellor-bodied Mercedes.

Tragedy struck on Saturday night in Mr Cornell's hotel car park.

Damage was minimal, but sufficient to tarnish an otherwise successful weekend.

Ashford's second entry was a new Dennis Javelin with Duple 320 bodywork.

This coach has been modified from standard stock specification.

It has curtains and courier seat added and imaginative use of signwriting on the roof - an idea first tried at the old Brighton Rally so that judges could identify the Ashford coach.

Ashford's entries: Above - the damaged Mercedes; Left - the Dennis Javelin with Duple 320 bodywork.

The feature caught-on with Ashford vehicles now clearly recognised in London traffic from office windows or double-deck buses.

White Rose Coaches has more success

AFTER 11 years driving for Wallace Arnold, Tim Pickett went into partnership with Sheila Hullah to buy White Rose Coaches of Castleford, West Yorkshire.

Three years later the company made a successful second appearance at the Blackpool Rally with its latest coach - a £20,400 DAF snapped-up at the last ADT Belle Vue auction.

Mr Pickett won his section of the driving, his navigator, Tony Blakeston, took the Yorkshire Navigator award and the 1983 Plaxton Paramount/DAF MB200 won the Telma Retarder Trophy.

Success with the coach on its first time out was particularly creditable because it had only returned from GT Commercials' Leeds paintshop at 4 pm the day before.

The White Rose team had little time for preparation, and even then they were thwarted by new curtains being supplied to the wrong size.

The DAF will be used for private hire, excursions and a planned Castleford to Bridlington and Scarborough East Coast holiday express service on Wednesdays and Sundays.

The company - with seven O-licences - runs local services with two Leyland Nationals, a pair of Iveco midi-buses and a West Midlands Fleetline.

Top: Tim on his way to success.
Bottom: Tim (second left),Tony and civic dignitaries.

Bostocks picks-up silverware

Plaxton 3500-bodied Volvo: won the Wigan Observer Trophy.

MARK Bostock took this two-day-old Plaxton 3500-bodied Volvo to second-place at this year's Blackpool coach rally.

The runner-up to National Coach of 1991 takes away the *Wigan Observer Trophy* as consolation, but Bostocks' collection of silverware was boosted by the Kirkby/Kingsforth and Plaxton Trophies. Both hark back to the days before Kirkby's Anston site came under Plaxton ownership.

However, corporate changes have not devalued the two awards. The Kirkby Trophy goes to the highest scoring coach supplied by Plaxton Sales and the Plaxton Trophy is presented to the best Plaxton-bodied coach in the Concours d'Elegance.

E J Bostock & Sons of Congleton had its name etched on the Plaxton Trophy last year when Mark, then only 19 and fresh from his test, achieved further distinction by coming third in the *Coachmart Driver of the Year* contest.

Anthony has a major claim to fame

SOUTHPORT operator Anthony Batchelor's claim to fame during his four years as a coach operator is that he ran the unique Gilbraith Busi-bus on extended wheelbase Freight Rover Sherpa.

Two of Mr Batchelor's present fleet were competing at this year's Blackpool Rally.

A Deansgate-supplied Sherpa driven by Gary Abram was successful in its sections of the Concours d'Elegance and the driving competition, whereas Dave McAllister in a new Mercedes-Benz 609D came third overall in the driving tests.

The Mercedes has North West Coach Sales conversion. It replaced the Busi-bus because Mr Batchelor needed something bigger.

Bigger still is a 16-year-old former Wallace Arnold Leyland Leopard which Mr Batchelor is currently refurbishing.

He told *Coachmart:* 'I've always wanted a bigger coach and I think there's a market there.'

Maynes of Buckie takes the long road to Blackpool

UNDETERRED by the 450-mile trip, Maynes of Buckie on the Moray Firth in the north of Scotland made it a hat-trick of Blackpool Rally appearances this year. Reward came in the shape of the Chairman's Trophy as the undisputed farthest traveller.

Last year it was also Top British Coach with a Plaxton-bodied Dennis Javelin, whereas the Duple Trophy for the best prepared Duple-bodied coach was carried away in 1989.

Proprietor, Gordon Mayne, told *Coachmart:* 'We have come down for a long time just to speak to people. There's always something to do.'

Reflecting on this year's disappointing attendance, he added: 'It is usually more interesting than this year.'

For the Maynes Blackpool is truly a family affair. This year, 16-year-old son Kevin and wife Sandra accompanied Gordon with one of his drivers. Eldest son, David, meanwhile was back in Buckie where he's in charge of fleet maintenance.

Choice of vehicle was a new Toyota Optimo with cherished BCK (Buckie) registration and personalised Mayne family touches which include livery designed by Kevin and interior colours chosen by Sandra.

Maynes: Toyota Optimo with cherished registration.

A basket of flowers on the coach was a further woman's touch.

The Optimo is one of a matching pair ordered on a buying sortie across the border earlier this year.

A tour of the dealers ended at West Durham Coach Sales for the Optimos as Mr Mayne took the scenic route home.

Next year's entry could easily be one of three Berkhof-bodied coaches ordered after the English trip.

One MAN 10.180 and two 12-metre Dennis Javelins similar to the coach in last week's *Coachmart* road test will be delivered on August 1.

Spanish trip nearly 'costa' David his life

EVERY operator must have a tale to tell. The problem is getting them to recount it.

Lubricated by modest amounts of finest Dublin Guinness, Owen's Motors man, David Owen, regaled a recent familiarisation trip with the harrowing story of near-disaster on a Spanish hilltop many years ago.

Full of the joys of spring and the folly of youth, David set off across Spain on a jaunt with friends in an ageing vehicle. On one particular night, he was setting off down a modest incline when he realised his brakes were gone.

Seeing a one-in-four ahead and a slip road to the right, he opted for the slip road. After an extremely bumpy ride down a rutted track, the coach finally came to rest with its occupants both shaken and stirred. Within minutes, some Spaniards had arrived to help out and kept repeating the word 'dead'.

David put this down to exaggeration until the following morning, when he discovered that the old coach was just yards from a 200 foot drop when it ground to a halt.

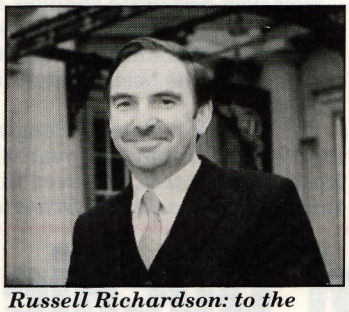
● **HAVE you heard the one about the competitor in the National Coach Rally who had to acquire a special vehicle to fit the navigator?**

Selkent's private hire manager, Peter O'Rourke, loves navigating, but he can only get into the high floor coaches with exceptional difficulty because he has no legs- at least, only tin ones.

Enter the bus manufacturer's Mr Fixit, alias Russell Richardson.

'I've got just the thing,' he explained immediately after the launch of the new easy access MAN-powered Optare Vecta.

You can guess the rest.



Russell Richardson: to the rescue.

● **GLOUCESTERSHIRE operator, Dave Beard, had a nasty fall during a recent educational trip to Ireland and spent several days living it down.**

After slipping up in the loo and suffering a blow to the head, he was temporarily hospitalised while the nurses kept a wary eye on him. Happily, he was given the all clear.

His suffering was not, however, over. A limerick competition organised by the Irish tour guide gave rise to the following:

A fall in the loo put our Dave,
So we thought, just a step from the grave,
But he said from his bed:
'It's worth the sore head
When the nurses are all so depraved...'

Mealstop

If you've got any embarrasing stories about people in the industry then write to Mealstop!

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1986 (C) MERCEDES JONCKHEERE JUBILEE P99, double deck coach, 77 recliners, toilet compartment, driver's bunk, TV monitor system, Telma retarder, double glazed, full executive specification ..... **£59,500 + VAT**

1986 (C) VOLVO B10M CAETANO ALGARVE, 53 recliners, radio/PA, power door ..... **£55,000 + VAT**

1984 (B) MERCEDES NEOPLAN CITYLINER, 53 recliners, sunken toilet, TV, video, coffee machine, refrigerator, reconditioned engine ..... **£52,500 + VAT**

1982 (Y) SCANIA BR116 JONCKHEERE BERMUDA, 48 recliners, full executive specification, resprayed in white ..... **£32,500 + VAT**

1982 (X) VOLVO B58 JONCKHEERE BERMUDA, 49 recliners, rear sunker... bunk, new MoT ..... **£35,000 + VAT**

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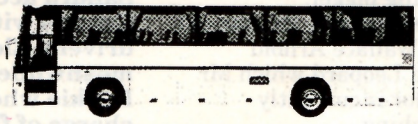

Jonckheere UK Ltd, 3 Weddell Way
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Seat belt legislation is a worry

From: Richard Bates, chairman of South Eastern Coach Operators' Association

To: The Rt Hon Michael Howard, QC, MP House of Commons

SIR

I write on behalf of the above Association of Coach Operators in the South Eastern corner of the country. At a recent meeting, members expressed grave concern over a threat to enforce the fitting and wearing of seat belts in coaches.

A lengthy discussion took place, resulting in a unanimous decision to table foreseeable disadvantages needing the utmost consideration, and I list a few of these below:

1 Past experience and knowledge within the industry has shown the impossibility of releasing seat belts should a vehicle involved in an accident be either on its side, or upside down.

This is of particular concern when carrying the elderly or children. There would be virtually no escape in a resulting fire.

2 In compelling the passenger to abide by these regulations, it would involve the designation of one person responsible for the duration of a journey to ensure these have been, and remain, in force. In many cases this would fall upon the driver.

3 It was considered that the fitting of new belts to existent vehicles would be unsatisfactory as compatability would be an issue of doubt.

4 Maintenance: this would be an arduous task to maintain both in respect of safety and cleanliness. Would inevitable 'vandalism' result in the operator being penalised?

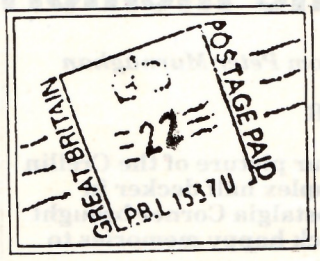
5 The justification of fitting seat belts would, it is felt, do little to enhance the already excellent record of safety enjoyed by the industry, and is in effect seen as a potential hazard.

6 Will all sectors of public transport be included in the legislation? ie. British Rail, buses etc.

It is fervently hoped that these points will be carefully considered and we respectfully invite your comments on what is believed to be a matter of great importance.

RICHARD BATES

Send your letters to: The editor, Coachmart, EMAP Response Publishing Ltd, Wentworth House, Wentworth Street, Peterborough, PE1 1DS, or by fax: 0733 62656



The editor is always pleased to receive letters for publication in Coachmart and will, if requested, publish these anonymously. But please attach your name and address for our own information.

Writer was wrong about old coaches

From M Foster

SIR

I have just read Mike Morgan's article in the April 11 issue of *Coachmart* concerning the use of old coaches and I disagree with him entirely.

I am a one-man operator who runs a 1977 Ford Dominant. First of all, on the aspect of heating - even when temperatures outside are around freezing I still drive in shirt sleeves when I have seen drivers of modern coaches in overcoats, gloves and scarves. There are no complaints from my passengers reference heating. The noise level on my vehicle is very low in comparison to some mid-engined coaches that I have sat in.

The seating, although standard Duple seats, is very comfortable with good leg room. I am always receiving compliments on the comfort and ride of my vehicle. At times I have had to hire-in on two coach jobs - and quite often it has been one of Mr Morgan's so called 'quality vehicles' that is used - and when we have arrived at our destination passengers have come up to me and said that they prefer riding in my coach as the other coach not only made them travel sick but the steps in are so high that some of the old age pensioners find them difficult to get up, also the view in the coach is restricted due to the high seats. I do not know whether Mr Morgan travels up and down the motorways very often but 80 percent of the coaches broken down on the hard shoulder are his so called 'quality' vehicles - could this be due to the fact that they are so expensive to purchase that operators cannot afford the maintenance required?

The remarks saying that old coaches are not suitable for private hire or tour work is utter rubbish. I have no contract work and rely solely on private hire and tour work. I have many regular groups and I organise and operate some 10 tours for groups (British and continental) during the season. I do not advertise, all my work is through recommendation and repeat business.

Mr Morgan will probably now say that the reason for my success is by undercutting - this is not so. I run for a fair price, unlike a local 'quality' vehicle operator who was running schools up to London for half the normal price last Winter. Also, although my coach is an **OLD R SERIES** it's still often the smartest and cleanest vehicle in the coach park. And every year when I take it in for its MoT I am complimented on its condition. Just last Monday when handing me another clean sheet, the examiner said it was a pleasure to test my vehicle and that out of the six coaches that he had tested that day mine was the only one to pass.

I remember last July when I was on hire to a local agent on a two coach journey to Canterbury and Leeds Castle, Kent. The other vehicle was a C registered Volvo Paramount. When we pulled into Leeds Castle coach park another driver came running over and advised me to lock that 'thing' up and go and get a cuppa as the Ministry were here. I ignored this remark and in time the three DTp men came over to see me and went right through my **OLD R SERIES** inside, outside and underneath. Mine was one of three vehicles that collected a clear sticker out of the 12 inspected. The C registered 'quality vehicle' with me collected three delayed prohibition notices.

I agree that the future does lie in selling **QUALITY,** but to me quality is turning up on a job with a clean and tidy vehicle on time and with a smart competent driver. Too many firms send out scruffy drivers who are ignorant of their vehicle and destination, have no consideration for their passengers or vehicle, who only want to get to their destination the quickest way possible, and will only stop not where they get good efficient service, but where they can earn a bit of commission.

So Mr Morgan, it is not always the vehicles that devalue the industry. I attract new customers all the time with my **OLD R SERIES.**

M FOSTER
FREEDOM TRAVEL
BURGESS HILL
SUSSEX

Crellin Duplex brought the memories back

From Peter Murnaghan

SIR

Your picture of the Crellin Duplex half decker in Nostalgia Corner brought back happy memories to me.

My transport to school in the late 1950s was in a sister vehicle operated by Oliver Taylor Coaches of Caterham.

I recall their Duplex was mounted on an AEC Regal chassis.

The separate compartments were reached via a central aisle with steps up or down into bays of four facing seats.

The resulting arrangement was very cosy although the forward vision enjoyed on a conventional coach was absent.

The upper compartments did have the advantage of a rooftop view, however.

The unusual vehicle was always guaranteed to turn a few heads and, had it survived into more recent times, would have been a worthy candidate for preservation.

PETER MURNAGHAN
8 APPLESHAW CLOSE
WINCHESTER
HANTS
SO22 6JP

If you've got any memories you want to share with Coachmart readers, then write and tell us. Address your letters to the editor.

Nostalgia Corner

THE ubiquitous Duple/Bedford OB has its roots in its pre-war equivalent based on WTB.

Seen when still in active service in 1967, this 1937 example was owned by South Dorset Coaches of Wareham.

Photograph - Eric Ogden

THIS WEEKS STAR BUY

1986 (C) BOVA FUTURA FLD, 53 recliners, power door, double glazed, courier seat, curtains. **£57,500**

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1986 (C) SB2300 – LAG GALAXY, 53 recliners, courier seat, cont. door, Webasto, tinted windows.

1986 (D) SB 2300 – CAETANO ALGARVE, 49/53 seats, centre continental door, courier seat, boxed/wired for video, Webasto, boiler, berth.

1986 (C) BOVA FUTURA FHD, 49 recliners, toilet, cont. door, dble-glazed, boiler, bunk, radio/PA.

1985 (C) MB200 – CAETANO ALGARVE, 53 retrimmed recliners, plug door, Telma, cont. door.

1984 (A) MB200 DKFL – DUPLE LASER I, 57 seats, power door, side locker.

1984 (A) BOVA CALYPSO, 53 seats, power door, curtains, radio.

1983 (PP) MB200 DKTL – ALPHA, 53 seats, power door, tinted windows.

1982 (PP) BOVA EUROPA II, 52 recliners, power door, radio/PA.

BEDFORD

1987 (D) YNV – CAETANO ALGARVE, 57 seats, power door, side locker, wheel trims.

1986 (C) YNV PLAXTON PARAMOUNT 3200, 53 recliners, power door, tinted windows, curtains, side locker, radio/PA/cassette.

1985 (C) YNV – CAETANO ALGARVE, 53 recliners, continental door, side lockers, tinted windows, curtains.

1981 (W) YMT – DUPLE DOMINANT IV, 53 seats, power door, radio/PA.

VOLVO

1988 (E) B10M GL – CAETANO ALGARVE, 49/53 recliners, courier seat, double glazed, centre demountable toilet, continental door, radio/PA/cassette.

1980 (V) B58 – DUPLE DOMINANT II EXP, 53 seats, power express doors, semi automatic.

1980 (V) B58 – DUPLE DOMINANT II EXP, 53 seats, power express doors, radio.

MERCEDES/M.A.N.

1983 (PP) 0303 JONCKHEERE P50, 49 recliners, courier seat, centre toilet, continental door, double glazed, radio.

1982 M.A.N. VAN HOOL ACRON, 49 recliners, toilet, drinks machine, fridge, radio/PA.

1982 (PP) 0303 – JONCKHEERE BERMUDA, 49 recliners, power door, centre toilet, bunk, fridge, radio/PA.

LEYLAND/AEC

1987 (D) TIGER 260ZF – DUPLE 320, 18 recliners, rear toilet, servery, courier seat, radio/PA.

1983 (Y) TIGER 245 S/A – DOM IV EXP, 53 seats, power express doors, SBG front.

1983 (Y) TIGER 245 ZF – PLAXTON PARAMOUNT 3500, 49 recliners, courier seat, rear sunken toilet, double glazed, berth, drinks machine, radio/PA.

1982 (X) TIGER 218 S/A – VIEWMASTER, 49 recliners, double glazed, toilet, bunk, radio/PA.

1981 LEOPARD S/A – SUPREME IV, 50 seats, power door, tinted windows (choice of two).

1981 (W) AEC 760 S/A – SUPREME IV, 53 seats, power door.

1979 (T) AEC 760 ZF – DOMINANT II, 53 seats, power door, side lockers.

MIDIBUS

1986 (D) MERCEDES 608D – MELFORD, 19 seats, forced air, curtains, boot.

1986 (C) IVECO 315 – ALGARVE, 28 recliners, power door, radio/PA.

1985 (B) IVECO 60.10 – CAETANO BEJA, 18 seats, power doors.

Full list of vehicles available on request.

Salvador Caetano MILL LANE. HEATHER. LEICESTER. TEL: 0530 63333

The year quoted denotes the year of first registration not necessarily the year of manufacture.

Good advice to help your business

Marksman answers more of your questions in the second of a regular feature.

Q FOR obvious reasons this company does not like sending drivers abroad with several hundred pounds worth of currency, but we do find travellers cheques a nuisance. They cannot be interchanged between drivers because of the need to pre-sign them and there is a percentage fee to buy them and then another to change them back again. If we do not change them they sit in the safe costing us money for weeks on end. Is there any better way of providing drivers with enough money to cope with both essential needs and also emergencies?

J W S, Kent

A THREE suggestions may help. To assist with the real emergencies, members of the Bus & Coach Council are entitled to free membership of the AMI-P scheme - an extension of Mutual Aid by which operators assist each other. For a small annual fee, AMI-P members purchase cards which, when handed to an assisting member, guarantees them payment of 2000 Swiss francs should the benefitting operator default. If continental drivers have at least one, but perhaps two or three of these cards, there should be but little need for contingency funds.

Have you considered the use of a company Visa or Master card. I did not say 'credit card' as those issued for corporate use have to be settled in full on demand - but the advantage of being able to use cards at thousands of points worldwide (including getting spares and service in this country too) does avoid the need for so much cash being carried, will cope with an emergency, and the fact that statements can be billed for each cardholder makes it quite accountable. A similar result can be obtained by opening a separate bank account and giving each continental driver a book of Eurocheques and a Eurocheque card. There are costs associated with these two suggestions, but probably no greater than those incurred in buying, holding and cashing in travellers' cheques. The advantage is that the funds stay safely in the bank until needed, but in a crisis drivers have access to adequate payment capability.

Q ALTHOUGH it is not written in the contract, the local education authority expects us to carry secondary school pupils up to the age of 14 at three per double seat. As a matter of policy we have been buying more vehicles with reclining seats. It has been said to us that a pair of recliners are, in fact, two separate seats and the 'three for two' rule cannot be applied to them.

B S, Essex

A A NEAT little problem, to which there is no definitive answer. Legislators write laws and, when necessary, courts interpret them. This matter has not been determined, as far as I know, in case law. Because the industry refers to the three for two rule we tend to confuse ourselves. What Public Service Vehicles (Carrying Capacity) Regulations actually say (Regulation 5) is that 'no person shall drive, or cause, or permit (a PSV) to be driven on a road if the number of seated passengers exceed the number of seats available for passengers, (save that) three seated children each of whom is under 14 years of age shall count as two passengers.' There is not, as is commonly supposed, anything to suggest that this actually means three children have to sit on a double seat. Although courts do have powers to redefine inaccurate or misleading words or phrases in legislation, I would have thought it doubtful that they would be willing to redefine the unambiguous words of this regulation. I am not quite clear why you mention the education authority. Unless you have specified otherwise when contracting, it is surely open to the hirer of a vehicle as a whole to load it in any lawful manner.

Q ON a recent VAT inspection I was told that a VAT receipt is required to support the reclaim of any sum of VAT, however small.

This seems unreasonable as it is often not possible to get any receipt at all, far less one with a VAT number on it. How do you get a receipt for a phone call from a public kiosk?

J B, Midlothian

A IF that is what you were told it is not only unreasonable, it is wrong! But I have heard of VAT officers giving such mis-information, so clearly they need some instruction. I suggest you write to your local VAT office to remind them that there is a Customs & Excise directive which allows the reclaim of sums up to £10 inclusive of VAT provided that there is proof of reimbursement to employees of actual expenditure and that the supplier is registered for VAT. This would therefore cover not only telephone calls and other purchases from coin operated machines but also off-street parking charges (on street meters, like those for coaches on the Embankment, are not subject to VAT).

Q IN the firm for which I work the drivers frequently have to change vehicles during the course of the day. Some drivers put in a new tachograph chart and others carry on with the same one. The boss says he does not know which is correct and does not seem to care. I do because I can't afford a fine.

J B M, Lancs

A YOUR boss ought to know, because he is equally liable to prosecution and fine as you are.

A second disc should NEVER be used during a single working day. On changing vehicles, the time and registration details must be endorsed in the space provided on the rear of a tachograph disc for this purpose and either: (A) the disc inserted in the tachograph for mechanical recording if the tachograph and disc are compatible; or (B) lines should be drawn on the back of the disc to show times of driving etc, if disc and tacho are incompatible.

Q&A Questions on any aspect of coach operation that is giving you problems should be sent to Marksman, c/o Coachmart, Wentworth House, Wentworth Street, Peterborough PE1 1DS or by fax: 0733 62656.

SETRA WINS AGAIN

Mike Morgan reports from Southampton on this year's British Coach Rally.

IT WAS a double for Setra at the showpiece Sealink sponsored Southampton British Coach Rally.

Last year's victory by Coliseum was followed by Travellers which took the Coach of the Year trophy with its new Spanish-built Setra S215HD.

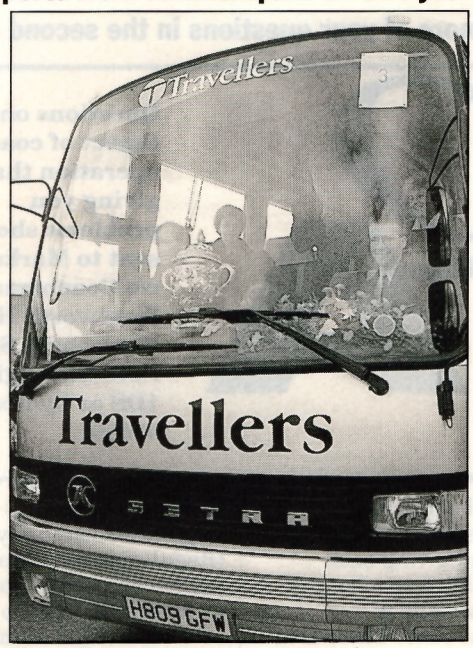
Neighbour, Capital Coaches, added to a succession of rally achievements by lifting the best standard coach trophy with a S215HR.

Travellers gained its champagne victory with a £150,000 MAN-powered coach, which is the first Spanish model built to a customer's requirements. It has Travellers' corporate style colour co-ordination in a fully carpeted air-conditioned interior.

The 49-seat coach will be used on higher-class American and Japanese incoming tourists and business house corporate markets.

Extras fitted include: TV, drinks machine, fridge, the inevitable sausage boiler, alloy wheels and a Voith retarder.

The delighted Travellers' team of managing director Tony Grayson, assistant operations manager Neil Pegg and driver John Godrich, fought off stiff competition from 42 entries including last year's winner and Lee Johnson who had been fired by victory at Blackpool's National Coach Rally *(Coachmart,* April 18).



Travellers: champagne victory for £150,000 MAN-powered coach.

Neil Pegg said: 'It was a very tense moment. We were told to be front of the grid, but didn't know the result until we got to the prize giving.'

NEW AT SOUTHAMPTON

SOUTHAMPTON was graced by new coach products from Berkhof and Neoplan.

AVE Berkhof displayed the first Berkhof-bodied Dennis Javelin which was the subject of last-week's *Coachmart* road test.

Sales director, David Waterman, made the occasion worthwhile by seeking-out potential customers just as the Carlton PSV sales-team attracted many admirers to its two Transliners given pole position by the entrance to the trade-stand area.

The £125,000 Transliner was shown with optional centre toilet or Expressliner type rear toilet and servery.

Like many of the trade exhibitors, Carlton had to contend with continuous streams of camera-happy bus-enthusiasts. Asquith's sales office manager, Tim Lucas confided: 'I didn't realise there were so many collectors of mini-bus chassis numbers. We just weren't prepared for this type of enquiry.'

Van Hool UK managing director, Vernon Edwards, was among those reporting serious sales-leads to follow-up after the show for Van Hool and Eos integral coaches. He was anxious to squash suggestions that Van Hool would stop Eos production.

The rally weekend was spoiled for Mr Edwards by a groundless rumour that Van Hool in Belgium was to stop building the Eos.

'The rumour appears to have come from an envious competitor at the rally,' he told *Coachmart.* 'Van Hool acquired LAG Bus and are now building the Eos. It will continue to be supplied to the European market and we will continue to supply it to the UK market.'

But overall Mr Edwards was pleased that his company had taken space at the rally: 'Attendance was down, but we did have a flurry of interest towards the end of Sunday which resulted in positive new and used sales leads.'

Optare made it a hat-trick of Bus of the Year accolades after two previous successes with the Delta on DAF SB 220. Making its second rally appearance in a fortnight, the MAN-based Vecta confirmed Optare's reputation for style and quality.

The Vecta held-off the new ACE Cougar and a clutch of Dennis Darts, including the Midi-bus of the year winning Reeve-Burgess Pointer making its rally debut and a coach seated Carlyle-bodied example from London Buses subsidiary, Selkent. Brian Constable, Selkent managing director, completed a spirit performance in the driver of the year tests using a Plaxton 3500/DAF MB 230 supplied by Hughes DAF, but his prize was Midi-coach of the Year for the Dart.

ACE of Huddersfield launched its prototype 10.5 metre Cougar at Expocoach last October with a Wadham Stringer 41-seat Portsdown body. Willowbrook chose Southampton to unveil its £64,950 Warrior alternative body. Describing the main strengths of this 2.34 metre wide bus, Willowbrook's Peter Hughes said: 'It's the only bus on the UK market offering flat floor throughout the saloon. The chassis uses proven proprietory units and is fitted with big wheels and big brakes.'

British Coach Rally: enthusiasts get to know the vehicles.

Colin and Jane scoop driving awards

COLIN HOOK, modest winner of the Southampton Rally Coach Driver of the Year, earned the keys to a new Seat car and the right to a Michelin hat. Lady Driver of the Year was Jane Rees of Coachline, the coaching arm of South Yorkshire Transport.

Brushing aside the attention of press cameras and microphones, Colin pointed to his wife on his gold tri-axle Neoplan Cityliner of Beavis, Gloucestershire, and said: 'I wasn't going to enter, but my wife badgered me into it before hand.'

Although Colin used the Cityliner for the Saturday road test, he elected for the optional Plaxton 3500/DAF MB230 for the driving tests.

He explained: 'There would have been too much tail swing with the tri-axle.'

Colin demonstrated his skills to an appreciative crowd during the Sunday finals. Cones had to be negotiated in a complicated sequence of forward and reverse movements against the clock.

Despite his success, the 1991 Driver of the Year failed to make an impression on the road test which followed a treasure hunt style route around Hampshire. Colin admitted that this part of the contest was a disaster.

Other entrants found similar problems with the clues on a road test normally expected to last two hours. Mark Bostock from Bostocks of Congleton was one to admit surprise at this year's seven hour drive which left little time for concours preparation.

Youngest driver and finalist, Darren Shaw of Shaw-Hadwin, said:

'It was all history - I just gave up in the end.' Blackpool champion, Lee Johnson came up against drivers' hours limits: 'I had to change drivers to keep within the law. You don't know when the ministry are going to take an interest.' (Lee left Worksop at 6.15 am to get to Fleet services for the rally start - the test ended after 5 pm).

The only driver to complete the road-run with a clear card was Martin Cornell of Ashford Luxury Coaches in Middlesex.

Above: Jane Rees was judged top lady. Left: Winning driver Colin Hook receives the accolades.

Above: Optare's Bus of the Year. Below: Willowbrook's Warrior.

BRITISH COACH RALLY 1991 ROLL OF HONOUR

COACH OF THE YEAR, TOP TOURING COACH and KASSBOHRER CHALLENGE TROPHY: Travellers of Hounslow, Middlesex - 1991 Setra S215

DRIVER OF THE YEAR: Colin Hook from Beavis of Bussage, Gloucestershire

LADY DRIVER OF THE YEAR: Jane Rees of South Yorkshire Transport's Coachline

TOP STANDARD COACH: Capital Coaches of West Drayton, Middlesex - with a 1991 Setra S215

BUS OF THE YEAR: Optare Vecta

MIDI-BUS OF THE YEAR: Reeve Burgess Pointer-bodied Dart for London United

Runner-up - Wadham Stringer Portsdown-bodied Dart for Eastbourne

MIDI-COACH OF THE YEAR: Carlyle-bodied Dart for Selkent

TOP A REGISTERED COACH: Home James of Southampton - Van Hool-bodied Volvo

BEST COACH W REG COACH OR EARLIER: Kenzie's of Shepreth - Bedford OB

BEST LIVERY: C & G Coaches of Chatteris - Van Hool-bodied Scania K112

TOP COACH FROM SOUTH WALES: Hills of Tredegar - Ikarus-bodied Volvo B10M

TOP JONCKHEERE and BEST DAF: Alec Head of Lutton, Peterborough

TOP MERCEDES-BENZ ENGINED VEHICLE: Beavis of Bussage near Stroud - 1991 Neoplan Cityliner

BEST PRESERVED VEHICLE: John Pollard's ECW-bodied Bristol MW

BEST PERFORMANCE ON THE SATURDAY DRIVING TEST: Martin Cornell of Ashford Luxury Coaches of Middlesex

FIREBALL HITS THE ROAD

In search of the unusual, Mike Morgan finds XL5 - a Manchester-based coach-builder and operator hitting the big time in a small way.

AN anonymous Mercedes van floats past on the opposite side of the autobahn. You give it no further thought other than to register the plain, yet distinguished, pure gold colour scheme and the hint of mystery behind the narrow heavily tinted side windows.

Little do you realise, but the van's cargo could be some of the most valuable property in the rock business - no, not those chewy sticks, this is the real hard stuff. We're talking about musicians and big money.

That van was the latest band-bus brainchild of entrepreneur, minicoach builder, musician and one-time pop star Terry Grady.

After suffering the pain and the ecstasy of going on the road, Terry was convinced that he had a better solution to touring with a group than throwing instruments and players into the back of a car and spending 10 or more days going round Europe.

His answer to the pop star's dreams was a purpose-built bus. Half van and half sumptuous mobile rest-room, the new vehicle was born. The concept became very much that of a mobile room, shutting-out the real world and transporting its occupants in luxury.

When on tour, there are often considerable distances between gigs. But who cares about the view? Customers for this type of vehicle want comfort and on-board entertainment.

Terry's company motto - any planet, any time.

That's what 35-year-old Terry supplies in a £5,000 conversion.

Old age and the entertainment business don't necessarily mix - or at any rate there's a risk, so Terry decided to take the money and serve the business he knew best. Says Terry: 'You can only do it properly if you've been there.'

After life as a musician on the European circuit he confesses that he was tired of the politics and decided the best policy was to act as tour manager and sound engineer. While with the Arts Council funded Jazz Services he toured with the likes of Art Blakey. Everyone travelled in the back of cars.

'These are fine musicians,' said Terry, 'they shouldn't travel like this - it's not civilised.'

Above: a band-bus parked up in Manchester, but ready to go back on the road.
Right: Terry Grady - from pop star to pop star vehicle supplier.

Jazz Services was booking vehicles for up to 35 weeks so in came the first XL5 vehicle. This Mercedes 608 was converted for a two-year contract.

'It was nothing special, just nice with seats, tables and curtains. We provided clean and warm transport.' The idea caught on and XL5 moved on to rock 'n' roll bands. Conversion work and self-drive reflected Terry's knowledge of his market.

Customers supply their own experienced driver in-tune with the entertainment world and XL5 simply hires-out the 12-seat buses at £100 per day. Problems of hire and reward and O-licence requirement are avoided with this arrangement, which suits both parties.

But why XL5? Once the business plan started to roll there was little time to pre-empt every eventuality. Not least of which was the request for a trading name from the bank. At that time - 1985 - Terry's son was an avid fan of TV's Fireball XL5 and that was the first name to spring to mind. Said Terry: 'It works well, particularly when linked to

the company motto - any planet any time.'

Demand outstripped supply and he had to buy another vehicle. 'That was when the problems started.' Looking for something bigger than the 608, he added a Mercedes-Benz 811 and a Toyota Optimo. Problems with both defeated his best intentions to the extent that he was forced into a partnership with Chris Rollings to cushion the financial burden.

The 811 was off the road for 126 days in the first year while being attended to by Mercedes-Benz. Problems with the throttle linkage had knock-on effects with the engine and gearbox mountings. However, that has now been solved - as have weaknesses in the body structure and defective rear oil seal. At the end of all this XL5 had its best vehicle, but not without trauma or criticism of the suspension - it rocks too much.

The Optimo has been sold after a disastrous period of operation. Legal action against its suppliers is pending.

Terry said these experiences had set him back five years. Nevertheless, the Manchester-based operation currently runs three Mercs and two more are to be bought. All are converted in XL5's Bolton workshops to Terry's own design for the half-van/half-bus 'splitter market.'

The splitter offers a purpose-built vehicle capable of doing the work of two Ford Transits. Consequently, it is aimed at those groups moving up from the Transit van, and fits in between that basic form of transport at one end of the market and the exotica of the 12-metre band-bus at the other end. In contrast with the unashamed glamour of the big coach, Terry Grady's buses remain quietly inconspicuous on the outside, but full of creature comforts on the inside.

Luxury: the real world is closed out as musicians are transported along.

He is hoping for big-name contracts for two new XL5 specials on the drawing board - perhaps Chris Rea or New Kids On The Block. These will be based on £17,500 Mercs despite experiences with the 811 and reported £19,000 per year maintenance costs on the existing fleet.

The next design calls for a vehicle one step up from XL5's splitter. They will be straight-through buses (without the van part) fitted with TV, tables, microwave and own-design deep-button seats.

Terry continues to use original solutions as his designs evolve. For example, sand is used for sound-insulation between the floorboards and the Merc sliding door has been welded-up on one of his vehicles to prevent it falling-off.

Atmosphere within the vehicles reflects a designer and builder very much in-touch with his market. Period lighting contrasts with the intensity of on-stage spot lights and easy-release interior panels can be changed to suit the mood of the hirer. As you would expect, only the best high-power sound systems are used.

As Terry Grady said: 'With this particular market it's essential that you've been there.'

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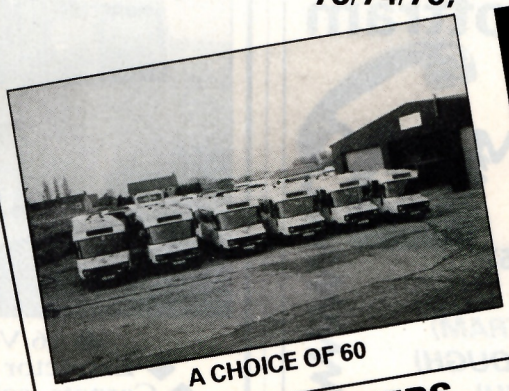
1982 LEYLAND CUB. Reeve Burgess body, 32 seats.

1979 VOLVO B58 DUPLE DOMINANT, 53 seats, MoT July 1991.

1975 BEDFORD with Plaxton Elite body. 500 engine, 53 seats.

1984 [illegible] SOLD [illegible]NN, 49 seats



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SHAPING UP FOR SUMMER

Our third six-month maintenance survey is now into its second month. Mike Morgan reports on how the six operators are getting ready for the summer season.

IT'S more work for some and better fuel economy for others as our six operators from England, Scotland and Wales lift themselves out of the depressed start to the year.

Owner-driver Richard Heslop has made a comeback. After escaping to Boston, USA, to avoid the full impact of the Gulf War on the London tourist market, he returned to operate his Dubrava from his base at The Bus Centre in Aldermaston Street, London.

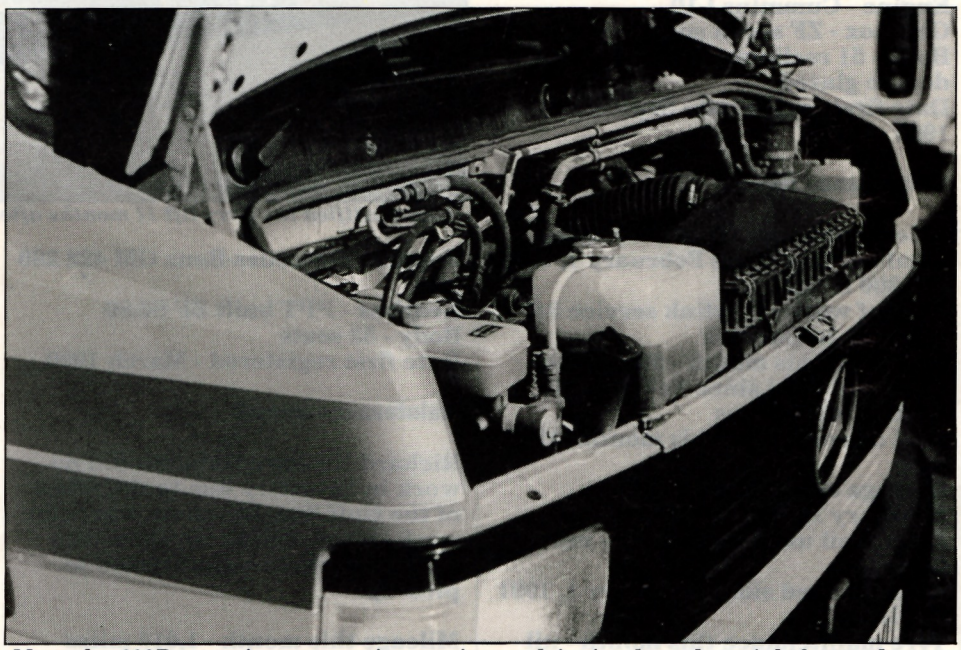
Some work is better than none, but March was still a much quieter month than he would prefer.

A shuttle trip put the mileage up for Midland United's coach. Volvo took 11 months to notify a modification on the B10M ferry lift - earlier action could have prevented front skirt damage.

Unlike Gold Circle's Duple 425, fuel consumption on the Volvo showed no improvement. The 424 took a turn for the better with mpg well into double figures. However, it was not without problems on the road. The 425's air system let the side down and brought into focus the back-up from Plaxton-Duple Parts which added to the maintenance headache.

Vehicle design can help or hinder maintenance. Take the Mercedes 609 which Brian Smith of Essbee considers to be good for routine work, yet the simple task of adjusting rear brakes is obstructed by the anti-roll bar. Although not a maintenance problem, designers of Carlyle-bodied Darts left a problem for Padarn Bus by forgetting that a gutter over the doorway prevented passengers from getting a deluge down the back of the neck.

Nevertheless Padarn, like Gold Circle, has given a vote of confidence in the vehicle being surveyed - both have bought another of the same type during the past month. However, Glyn Williams may sell the Bova Europa in the survey, not because of disenchantment with the coach, but because of a depressed private hire market in the Welsh Valleys.



Mercedes 609D: carrying out routine service work is simple and straightforward.

Month Two - March 1991

ESSBEE'S 609D - Specification

Chassis - Mercedes-Benz 609D
Engine - Mercedes-Benz OM 364 four-cylinder
Gearbox - G3 five-speed synchromesh
Body - Made-to-Measure - 25 seats
Date first registered - October 1990

Maintenance Report

Mileage this month - 4,633 miles
Total mileage since February 1, 1991 - 9,622 miles
Type of work - private hire and works contracts
Fuel used this month - 290 gallons
Total fuel used since February 1, 1991 - 592 gallons
Fuel consumption this month - 16.08 mpg
Average consumption since February 1, 1991 - 16.26 mpg
Engine oil used this month - 3 pints
Total oil used since February 1, 1991 - 5 pints
Tyre maintenance this month - nil
Problems rectified this month - vehicle sent to Derwent Vehicles, Bellshill (Mercedes agent) for warranty work which included: fuel lift pump broken at mounting bolts (new lift pump fitted), hard to get out of first gear when cold (discovered wrong gear box oil used when Derwent Vehicles carried-out first service). ▶

The Vehicles

Chassis	Body	Operator	Location
Mercedes-Benz 609D	Made-to-Measure	Essbee Mini-bus	Glasgow
Duple	425	Gold Circle Coaches	Airdrie
DSB	Dubrava	CR Heslop	London
Volvo B10M MkIII	Jonckheere	Midland United	Birmingham
Dennis Dart	Carlyle	Padarn Bus	Llanberis
Bova	Europa	Glyn Williams	Crosskeys

◀ Comments - full service carried out. Brian Smith of Essbee told *Coachmart:* 'Carrying out routine service work on this Mercedes range of vehicles is simple and straightforward.

'Easy access for the changing of filters and oils has been well thought-out, but for the larger jobs engine space is restricted.

'A simple task of adjusting the rear brakes is made very difficult by the fitting of the rear anti-roll bar obstructing holes in the backplates.'

GOLD CIRCLE'S 425 - Specification

Vehicle - Duple 425 integral
Engine - Cummins L10
Gearbox - ZF seven speed
Body - 51 recliners, toilet, TV and double glazed
Date first registered - September 1989

Maintenance Report

Mileage this month - 11,658 miles
Total mileage since February 1, 1991 - 24,300 miles
Type of work - Citylink service 947 - Glasgow to Gatwick
Fuel used this month - 903 gallons
Total fuel used since February 1, 1991 - 2,039 gallons
Fuel consumption this month - 12.9 mpg
Average consumption since February 1, 1991 - 11.9 mpg
Engine oil used this month - nine litres
Total oil used since February 1, 1991 - 15 litres
Tyre maintenance this month - nil
Problems rectified this month - air compressor, air dryer (crystal filter unit) and rear spring replaced. Air dryer and pipes clogged by faulty compressor.

Comments - three inspections with minor repairs and one inspection with full service.
Brian Chapman of Gold Circle told *Coachmart:* 'The air system clogged-up just like Bedfords used to, but we had a speedy repair to a difficult job thanks to N L Walling (Preston).

'As for Plaxton-Duple and its emergency telephone number, the only good thing about it is that it's free. Otherwise it is a telephone link to nowhere.

'They could come and look, but we do not have the parts - they are ALL at Anston. With a Wednesday delivery to Scotland, probably Monday is London and Friday is Blackpool.

'The good news - we have bought another 425 making four in total now, and would buy more if Plaxton would deal.'

HESLOP'S DUBRAVA - Specification

Vehicle - DSB Dubrava 3200

Volvo modified the ferry lift 11 months after the Cleavers collected the B10M.

Engine - Mercedes-Benz OM 422 280 bhp
Gearbox - PPT built ZF S6.80
Body - 53 seats
Date first registered - March 1989

Maintenance Report

Richard Heslop's Dubrava did no work in February due to the effect of the Gulf War, but there was some work this month as the incoming tourist market finally started to pick-up.

Mileage this month - 1,018 miles
Type of work - airport transfers and day tours
Fuel used this month - 106 gallons
Fuel consumption this month - 9.6 mpg
Engine oil used this month - nil
Tyre maintenance this month - nil
Problems rectified this month - nil

MIDLAND UNITED'S VOLVO -

Specification

Chassis - Volvo B10M GL Mk III
Engine - Volvo THD101GD 273 bhp
Gearbox - ZF S6.90
Body - Jonckheere Deauville Mk III, 51 seats plus toilet
Date first registered - March 1990

Maintenance Report

Mileage this month - 6,193 miles
Total mileage since February 1, 1991 - 9,891 miles
Type of work - private hire, shuttle and tours
Fuel used this month - 655 gallons
Total fuel used since February 1, 1991 - 1,027
Fuel consumption this month - 9.5 mpg
Average consumption since February 1, 1991 - 9.6 mpg
Engine oil used this month - nil
Total oil used since February 1, 1991 - nil
Tyre maintenance this month - nil
Problems rectified this month - front fan-shaft yoke secured. Ferry lift modification carried out by Volvo after 11 months - front end damage had resulted from the front suspension taking up to five minutes longer to go up than the rear.

Comments - two safety checks and short services done. Burglar alarm fitted.

PADARN'S DART - Specification

Chassis - 9.8 metre Dennis Dart
Engine - Cummins 6BT 5.9 litre
Gearbox - Allison four-speed automatic
Body - Carlyle Dartline
Date first registered - January 1991

Maintenance Report

Easy access for Mercedes-Benz 609D filter and oil change, but space is restricted for larger jobs.

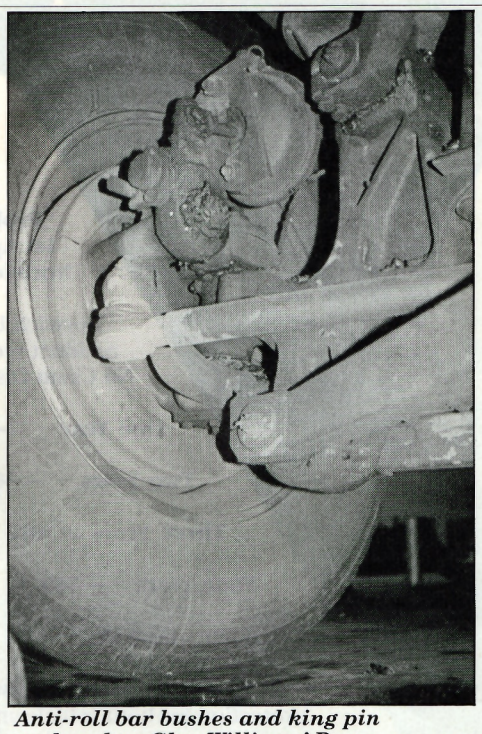
Mileage this month - 7,021 miles
Total mileage since February 1, 1991 - 14,494 miles
Type of work - local service
Fuel used this month - 639 gallons
Total fuel used since February 1, 1991 - 1,434 gallons
Fuel consumption this month - 11 mpg
Average consumption since February 1, 1991 - 10.1 mpg
Engine oil used this month - two litres
Total oil used since February 1, 1991 - four litres
Tyre maintenance this month - nil.
Problems rectified this month - front shocker-arm bolts checked following receipt of Dennis service bulletin.

Comments - 6,000 mile service done. A second Dart is now operated by Padarn. Both vehicles suffer from the same problems in heavy rain.

Said proprietor, David Price: 'Water gushes over passengers getting on or off because there is no guttering over the passenger door and drivers suffer the same fate if they put their head out of the side window.'

WILLIAMS' BOVA - Specification

Vehicle - BOVA Europa



Anti-roll bar bushes and king pin replaced on Glyn Williams' Bova.

Engine - DAF 8.27 litre
Gearbox - ZF six-speed
Body - 53 seats
Date first registered - August 1981

Maintenance Report

Mileage this month - 2,200 miles
Total mileage since February 1, 1991 - 5,000 miles
Type of work - factory contracts
Fuel used this month - 184 gallons
Total fuel used since February 1, 1991 - 417 gallons
Fuel consumption this month - 12 mpg
Average fuel consumption since February 1, 1991 - 12 mpg
Engine oil used this month - one litre
Total oil used since February 1, 1991 - 11 litres
Tyre maintenance this month - nil
Problems rectified this month - nearside king pin fitted. Anti-roll bar bushes replaced (normally replaced about twice a year - otherwise they start clunking after only slight wear).

Comments - MOT due next month. Private hire work is still generally depressed and Glyn Williams is seriously considering selling the remaining coach fleet to concentrate on local-service.

● *Don't miss the next stage of our maintenance survey in Coachmart next month*

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NORWICH UNION

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Weekly report on law and the coach operator by Michael Jewell

LEGAL NEWS

● BUS & Coach Council technical executive, Colin Copelin, has been investigating the progress of school bus regulations and has discovered some interesting points.

The necessary statutory instrument, bringing the regulations into law, has been held up in the DTp's legal department.

And, until the statutory instrument is authorised, it is, in fact, illegal to show any retro-reflective material (other than red in colour) to the rear of a vehicle. This would include the school bus sign (except in Devon).

Colin understands that the statutory instrument would probably only permit signs from its date of issue, so signs in use now will not be cleared.

After the instrument has been used, it will be legal only to show the school bus pictogram in reflective yellow to the rear. Any other part of the sign (eg. 'school bus') will need to be retro-reflective red or non-reflective.

Signs to the front of a vehicle may be any colour retro-reflective material, except red. The problem does not therefore arise at the front.

Colin warns that in some counties extra large signs must be displayed and operators therefore risk breaking the law.

● NEW charges for wheelclamping, vehicle removal and related matters, have now been implemented.

The charges are as follows: wheelclamping, £32; vehicle removal, £85; vehicle storage, £12 per day.

The charge for vehicle disposal remains at £50.

● THE 1991 edition of the Police & Constabulary Almanac is now out.

It lists all UK police forces, their stations and senior officers, as well as giving useful advice about the fire and ambulance services.

This is a useful publication, especially if you are involved in long distance touring work.

Police & Constabulary Almanac - 1991, available from R Hazell and Co, PO Box 39, Henley-on-Thames, Oxon RG9 5UA. Priced £19.50.

Partners have their PSV licence revoked

CONVICTIONS for the operation of defective vehicles have led to the revocation of the six-vehicle PSV licence held by John Battrick and Margaret Brown, trading as M & E Coaches, of Accrington, and the refusal of an application for a new licence by the associated M & E Private Hire.

The partners had been called to disciplinary proceedings before the North Western deputy traffic commissioner, Kenneth Birchall.

Mr Battrick said they operated one double-decker on National Express work in the UK and abroad. The remainder of the vehicles were single-deckers and employed on local bus service work. They were running four vehicles, two on service, one on a Lancashire County Council contract and the double-decker.

Mr Birchall said that, under new regulations, an operator's good repute was lost if they were convicted of a serious offence or repeated road traffic offences. Convictions recorded against the partners in May and June 1989 had been dealt with at a previous public inquiry in October 1989. Further convictions were recorded against the firm in October 1990 and those convictions had not been notified to the commissioner, despite the requirement in law that operators notify any conviction within 28 days.

Mr Battrick said the convictions concerned had not been notified as there was an appeal pending.

Mr Birchall replied that in November 1990 the firm had been convicted of using a vehicle on the road which was likely to cause danger, using a vehicle with a dangerous door, using a vehicle not displaying the name of the owner, using a vehicle with dangerous parts, using a vehicle with dangerous seating, using a vehicle with a defective indicator, using a vehicle with a defective braking system, using a vehicle with a defective stop light, and two offences of using a vehicle without an operator's licence disc. The firm had not appealed against those convictions yet it had not notified the commissioner of them.

John Battrick was stopped in a police check as he dropped off children.

The firm had attended three previous public inquiries. The first was in December 1988 when it sought to increase the vehicle authorisation from eight to 10. In October 1989, convictions and prohibition notices led to a further appearance on renewal of the licence. On that occasion it was renewed for eight vehicles, with no more than three to be double deckers, and the firm was reminded of the need to notify the traffic area of any convictions within 28 days. In May 1990, an adverse maintenance report led to the commissioner reducing the vehicle authorisation from eight to six vehicles. The firm was again reminded about the necessity to inform the commissioner of any convictions.

Commenting that it was a very bad record, Mr Birchall said he was not too concerned about the failure to display an operator's licence disc, but he was alarmed about the defective tyres and brakes and the use of a vehicle likely to cause danger on the road.

Questioned by Mr Birchall, Mr Battrick said they had replaced all the vehicles with the braking defects. As far as the dangerous seating offence was concerned, they had not noticed the seat bottom was loose.

Mr Birchall said the number of public inquires arising from M & E's failure to operate vehicles to the required standard was getting alarming. The fines imposed in November showed the serious nature of the defects in the eyes of the magistrates. M & E attracted publicity in the local paper last July for carrying sheets of glass in the back of a vehicle.

Mr Battrick said the sheets of glass, which were actually screens, had been picked up at Harrogate. He had not realised until he picked the children up that the sheets were still there. It was a double decked vehicle and he made all the children go upstairs. He was stopped in a police check when he was dropping the children off. The vehicle went on a rolling road and the screens did not move, being secure between two seats.

Saying he had no alternative but to revoke the licence because of repeated convictions for road traffic offences, Mr Birchall said it was the fourth public inquiry dealing with convictions concerning brake and other dangerous defects on PSV vehicles often carrying children. ▶

Weekly report on law and the coach operator by Michael Jewell

Traffic commissioner says applicant was not of good repute

M & E Private Hire had sought a new licence authorising the operation of eight vehicles.

DTp vehicle examiner, Alban Jackson, said he had visited the Whalley Road operating centre in January 1990. One fitter was employed by the partnership, and, in addition to their vehicles, he carried out repairs to vehicles unconnected to the PSV business. His only assistant was a driver and Mr Battrick, when available. A solicitor representing Mr Battrick in a recent court case had stated that he only had limited mechanical knowledge.

DTp examiner found the premises were littered with rubbish.

Mr Jackson said the premises, if adequately maintained, would be sufficient for the vehicles applied for. However, they were littered with rubbish and spare parts. The fitter had said he did the best he could, but if vehicles came in with a defect that was not serious, he allowed it to continue operating until he could fit the repair in.

Mr Battrick had said he had plenty of spare vehicles, and though he kept the best vehicles for himself, he was prepared to sell any vehicle. Two vehicles had recently been through the annual test. He examined the other two vehicles being used by the partners. Though they were basically roadworthy, they lacked attention to detail. It seemed there was insufficient staff or time to keep the vehicles up to standard.

The operation was now down to four vehicles, which appeared to be the level that Mr Battrick could cope with.

In reply to Mr Birchall, Mr Jackson said he did not know how many vehicles were going through Mr Battrick's second hand business.

Mr Birchall said although the principal problem was the convictions recorded against Mr Battrick, he had thought it would be interesting to have evidence of the maintenance background. It was not a pretty picture.

Asked who looked after the vehicles when the fitter was on holiday, Mr Battrick said that he did.

Refusing the application, Mr Birchall said he had already concluded that Mr Battrick was not of good repute and that debarred him from operating public service vehicles.

He was a director of the applicant company, and if a director or the transport manager of a limited company was no longer of good repute, the company could not operate.

Mervyn Pugh worried about speeding

CONCERN about speeding was expressed by West Midlands traffic commissioner, John Mervyn Pugh, when he granted a number of operators, including the Cheltenham-based Western Travel subsidiary Red & White Services, new PSV operator's licences, at a Birmingham public inquiry.

Asking all concerned to watch speeding by drivers, Mr Pugh said too many coaches were speeding in this country. More incidents were being reported to him, and when that occurred, he saw the operator and driver concerned.

There was nothing worse than a speeding coach and it was the duty of the industry to get the message over to drivers that speeding would not be tolerated. Speeding, and a lack of separation distance, caused very many tragic accidents.

Inviting all concerned to attend a new operators' seminar at the traffic area office in April, Mr Mervyn Pugh suggested that they bring their fitters and drivers along, saying that the operation of public service vehicles required teamwork.

He said there were all sorts of systems of planned maintenance. The one the traffic area recommended was a simple one based on a daily nil defect reporting.

Drivers tended to forget to report defects, and a nil system got them into the habit of making reports. The whole object was to prevent vehicle prohibition notices that gave him cause for concern. Those were the ones endorsed 'neglect', because defects had been missed during inspections. Defects that occurred during the course of a journey did not worry him, unless they had been there for some time.

Commissioner invited all operators to a seminar at the traffic area office.

Mr Pugh emphasised that safety inspections were totally different from servicing. He said that operations had to be planned round fixed maintenance, rather than inspections round operations, as that was the way inspections got missed.

He wanted each operator to write letters in duplicate to their drivers and fitters, pointing out their responsibilities, which the drivers and fitters had to sign as having received, read and understood. He also wanted them to use a flow chart to forward plan inspection dates, and suggested that they keep a repair book with costings.

Ernest Keeling, trading as Keeling's Travel Service, of Burslem, Stoke on Trent, had applied for a licence for one single-decker.

After Mr Keeling had said he had acquired a secondhand vehicle, Mr Pugh said he recommended that even if it had a current test certificate, Mr Keeling had it put through the MoT test again before putting it on the road. That would ensure that Mr Keeling would be starting from a good baseline.

Ernest West, a partner in Westours, of Pershore, also applying for a licence for one single-decker, said that maintenance would be carried out by a commercial garage.

Mr Pugh advised Mr West to ensure that the garage had a copy of the Tester's Manual, saying that he had been surprised by the number of commercial garages checking vehicles who did not have a copy. He failed to understand how they could do the job properly without one.

Peter Johnson, of Red & White, said Western Travel had 600 vehicles in total. Red & White was seeking a licence for nine single-deckers and two double-deckers. The inspections would be contracted out, but the company would be undertaking its own annual test preparation work.

Also granted licences were Clive Eggington - trading as C&J Travel (Walsall), who had applied for authority to operate one single-decker and Robin Tuffley, of Worcester, who had applied to operate one minibus.

Lambkins' application is adjourned

LAMBKINS Coaches of the Isle of Sheppey in Kent has had its application for an increase in its O-licence vehicle allocation adjourned until after its accounts are finalised.

A hearing was held in camera to consider its financial standing before South East traffic commissioner, Brigadier, Michael Turner. Earlier, at a public inquiry, questions of maintenance were considered after Lambkins had its O-licence allocation reduced from six vehicles to three in November 1989. 'From that hearing your licence would have expired last November, but it has been extended until this hearing is completed,' said Brigadier Turner. Some road transport convictions were under appeal and the reconvened date would also be after the appeals were heard.

The Eastbourne traffic court heard evidence given by vehicle examiner, Christopher Howard Instance. The Vehicle Inspectorate examined three vehicles - one had one defect, the second two, and the third vehicle was found to be free of any defects. Two other vehicles were under repair at the time of inspection after earlier prohibitions. Cross-examining Mr Instance, Barry Prior ascertained an immediate prohibition issued for an oil leak which had not been measured and was considered a fire risk.

No defects were serious - but had been marked 'N' for negligence. But, Mr Prior claimed VI had miscounted a vehicle defect for missing grease shields on a transmission shaft.

'There is no problem with maintenance facilities for five vehicles,' said Mr Instance. 'And the record system is much improved, although they are not always up to date. I am satisfied the fitter, Timothy Lambkin, is qualified.' He had served a four-year apprenticeship and held City and Guilds Parts I and II in light and heavy vehicle maintenance - as well as a his own CPC.

Mr Lambkin gave evidence regarding the vehicle defect notices issued. 'I was involved in maintenance on a part-time basis while mainly driving - but I am now more heavily involved,' he said. 'I have introduced a nil defect reporting system along with a four week cycle for inspections. Vehicles are inspected at intervals of less than 6,000 miles.'

He said a defect issued for an emergency door resulted from a sheared dowelling which was fixed the same day. One for a missing wiper arm was issued on a fine day when he was to drive to London to pick up a replacement. However, the company holds £2,000 in spare parts. Although he was not previously responsible for maintenance, he now had the final say, he said.

Brigadier Turner adjourned the hearing until June 1 as he was waiting for final accounts to be prepared and the results from outstanding Section 9 prosecutions and prosecutions under appeal.

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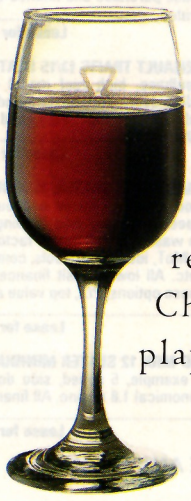

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Kensington Palace, the birthplace of Queen Victoria, was built by Sir Christopher Wren for William III and Mary II. Among its many features are the State Apartments and the Court Dress Collection.

Hampton Court Palace, at Molesey in Surrey, is Henry VIII's Tudor Palace and is hosting a series of special events this summer to commemorate the monarch's 500th anniversary.

It includes the magnificent Great Hall, kitchens and cellars which combine beautifully with Wren's 17th century State Apartments for William and Mary.

The grounds of the palace are superb and include the world-famous maze.

Kew Palace at Richmond was used as a summer retreat by George III, Queen Charlotte and their fifteen children. Also in Kew Gardens, Queen Charlotte's Cottage was used for their picnics.

The Banqueting House in Whitehall was designed by Inigo Jones and is the only remaining building of James I's Palace of Whitehall. The magnificent Rubens ceiling was commissioned by Charles I, who was later executed there.

Tower of London:

Open: now-October, Mon-Sat 9.30am-6.30pm, Sundays 2pm-6.15pm; Nov-Feb, Mon-Sat 9.30am-5pm, closed Sundays.

Group prices: (minimum 11) 10% discount on following prices, adults £5.90, student/OAP £4.50, children £3.70.

More details tel 071-709 0765.

Kensington Palace:

Open: April 1-all year, Mon-Sat 9am-5.30pm, Sundays 11am-5.30pm.

Group prices: (minimum 11) 10% discount on following prices, adult £3.75, student/OAP £2.80, children £2.50.

More details tel 071-937 9561.

Hampton Court Palace:

Open: Now- October 19, Monday 10.15am-6pm, Tues-Sunday 9.30am-6pm; October 20-mid March, daily 9.30am-4.30pm.

Group prices: (minimum 11) 10% discount on following prices, adult £4.50, student/OAP £3.40, children £2.80.

More details tel 081-977 8441.

Kew Palace:

Open: Now-September 30, daily 11am-5.30pm.

Group prices: (minimum 11) 10% discount on following prices, adult £1, student/OAP 75p, children 50p. Joint ticket with Queen Charlotte's Cottage (open now-September 30, weekends and Bank Holidays only), 10% discount on: adult £1.30, student/OAP £1, children 65p.

More details tel 081-940 3321.

The Banqueting House:

Open: Now-all year, Mon-Sat 10am-5pm. Closed Bank Holidays.

Group prices: (minimum 11) 10% discount on following prices, adult £2, student/OAP £1.50, children £1.35.

More details tel 071-930 4179.

Caviar and chips on offer!

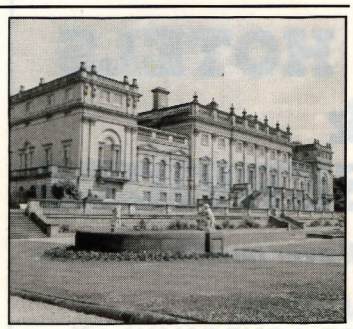
Top Yorkshire stately home, Harewood House, has put together a group package with a difference!

Visitors can now see the treasures of the magnificent house and have a traditional fish and chips meal at the world's most famous fish and chip restaurant, Harry Ramsden's.

The tour includes access to Harewood House, home of the 7th Earl of Harewood, and its beautiful grounds incorporating a bird garden and tropical rain forest area. The 1991 season offers a wide variety of art exhibitions, concerts, rallies and fairs.

Timings can be organised in advance for parties to travel the eight miles to Guiseley, home of the original Harry Ramsden fish and chip restaurant which opened in 1928.

Said to be the biggest in the world, the decor includes cut-glass chandeliers, oak panelling, stained glass and wall-to-wall carpeting.



A meal of haddock, chips and peas with bread and butter, tea, coffee or a soft drink, followed by ice cream is also included.

Total package price is just £7.50 per person.

For more details contact: Adrian Wiley, marketing manager, Harewood House Estate Office, Harewood, Leeds LS17 9LQ. Tel: 0532 886331.

New National Trust garden to open

A new attraction, opening next week, is Biddulph Grange Garden at Stoke-on-Trent.

The National Trust property was acquired by the Trust in 1988 and its 15 acres of gardens are said to be the finest survivors of the high Victorian period.

Conceived by James Bateman, the gardens, which have been lovingly restored by the Trust, are divided into a number of smaller gardens designed to house specimens from his extensive and wide-ranging plant collection.

There are secret tunnels, twisting paths, a hidden glen and surprise views - all of which make it a fascinating experience for the visitor.

There's an Egyptian Court, Chinese Pagoda, Joss House, Bridge and Pinetum, all of which combine to make the garden a miniature tour of the world.

There's a tea room serving coffees, teas and light refreshments.

Open: May 1-November 3, Wed-Fri, 12 noon-6pm, Sat, Sun and Bank Holiday Mondays 11am-6pm; November 9-December 18, Saturdays and Sundays only 12 noon-4pm.

Group prices: adult £3, children £1.50, National Trust members free.

More details from Barbara Morley, regional public affairs manager, Mercia Regional Office, Attingham Park, Shrewsbury. Tel: 074 377 343.

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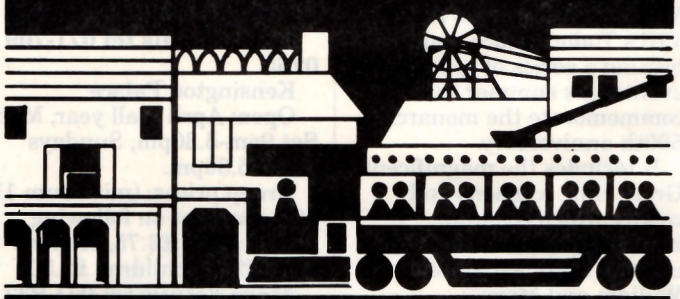
BEAMISH '91



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We're celebrating twenty one years of Beamish in 1991 with an exciting summer programme of traditional events and festivities to suit visitors of all ages – plus the unique Town, Colliery Village, working Farm and Railway Station for which Beamish is famous. It's a great day out!

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- Free VHS video
- Events programme
- Telephone for more information

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FOR THE TRAVEL TRADE
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BEAMISH, COUNTY DURHAM DH9 0RG. TEL: 0207 231811. SIGNPOSTED FROM A1M (CHESTER-LE-STREET). OPEN SEVEN DAYS A WEEK IN SUMMER. CLOSED MONDAYS IN WINTER.

Broad dialects are weekend break theme

If you fancy 'bibbling' your 'beavers' during a special weekend when everything will be 'fisherated' for you, then read on!

Believe it or not, a Norwich hotel has come up with a speciality break to end all speciality breaks - a Norfolk dialect weekend.

As 'foreigners' from the 'Sheers' visitors will not be expected to be 'gallusdroply' nor to 'grizzle' or 'gurn' at locals, but to share with Norfolk people a 'gotch' of 'hot pot'. A lesson in 'Mardling' is also part of the package.

The Hotel Norwich is running the £75.50 package, which includes two nights dinner, bed and breakfast and features a suggested itinerary visiting Norfolk villages where dialect is still overheard. A lesson in 'Mardling' (dialect Norfolk) takes place on arrival.

Comments hotel general manager, Peter Rudd: 'I'd like people to think of this as a 'shywanicking' weekend and it's not a package where they will experience any 'spuffle' or 'squit'. We want them to leave wholly 'stammed' after a good 'strammack' having enjoyed lots of 'wittles' and perhaps having been a little 'bosky', too!'

If you're still confused, the following translations may just help:

'bibble' - to eat like a duck dabbling in the mud; 'beaver' - farm worker's afternoon snack; 'fisherate' - to provide for; 'foreigners' - anyone not born in East Anglia; 'sheers' - anywhere in England outside East Anglia; 'gallusdroply' - evil-looking, foul-mouthed; 'grizzle' - to cry querulously; 'gurn' - to grin; 'gotch' - large jug; 'hot pot' - warmed ale and spirits; 'shywanicking' - boisterous frolic; 'spuffle' - to fuss; 'squit' - nonsense; 'strammack' - gadding about; 'wittles' - food; 'bosky' -tipsy.

More details from Peter Rudd, Hotel Norwich on 0603 787260.

The 'life and times of Anne Boleyn' exhibition at Hever Castle.

Henry brochure is aimed at coachmen

Kent Tourism has put together an invaluable brochure for coach operators - containing details of all the resorts and attractions which have announced events to celebrate the 500th anniversary of King Henry VIII.

Pageants at historic castles, Tudor frolics at fairs and joustings are among the many events which have been organised for the celebrations. The historic castles of Leeds, Walmer Deal and Hever all feature in the celebrations.

Together with these planned events, descriptions of places built or visited by the king, and situations he influenced during his frequent visits to Kent, will provide operators with plenty of ideas for tours and excursions.

The brochure also includes telephone numbers of tourist information centres and attractions which can provide information about Henry VIII events.

Copies of 'Henry VIII in Kent' are free from: Kent Tourism, Springfield, Maidstone, Kent, ME14 2LL. Tel: 0622 696165.

Big restoration project for Scottish house

A new attraction is set to open early next year near Berwick upon Tweed in the Scottish Borders.

Paxton House, a classical Georgian country house built in the 1750s by John and James Adam for Patrick Home, will open daily.

The House and gardens are currently being restored in a £1 million project which will also involve the construction of a reception area, restaurant, shop and function suite.

The Scottish Tourist Board has awarded £50,000 to the Trust which manages the house in a project involving the conversion of buildings into a new visitor centre.

More details from: Ken Scotland, Paxton House, by Berwick-on-Tweed. Tel: 0289 86291.

Hotel group says 'no' to tipping

A new £5 million hotel is opening in Manchester ..... with the message 'guests must not feel obliged to give gratuities.'

The Manchester hotel, the 58-bedroomed, four-star Charterhouse Hotel, is in Oxford Street, and opened last week.

The campaign is being run by owners, leading hotel group, Hidden Hotels, which has campaigned vigorously for the last ten years against tipping.

And the group is certainly putting its money where its mouth is - it's offering a £5 per person reduction on a weekend break to compensate any guests who have recently experienced 'pressure tipping' by other hotel groups.

Mel Taylor, group managing director, is strongly against hotel practices where staff 'hover in anticipation, give loose bar change in a saucer, expecting some to be left, or leave the bottom line in a credit card slip uncompleted.'

'Such tactics are putting moral pressure on clients and are wrong for an industry which is, after all, basically charging in the first place for the service being given.

'Our approach often results in gifts from guests which at least match, and often exceed the value of an otherwise fixed service charge. These sums are then spread between all members of staff, not just those who work daily in front of customers. Record levels of such unprompted service payments to staff suggest that our people earn this compliment, rather than expect it as a right.'

Hidden Hotels have properties in Coventry, Cardiff, Kent, Redhill, Bath, Glasgow and Oxford.

More details from: Mel Taylor, managing director, Hidden Hotels on 0737 822072.

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There's a lot to see in Dudley.
It's just that we keep some of it well hidden.

The 'Into The Thick' mining adventure for instance. At the Black Country Museum you can experience the dark and dangerous world of Dudley's Victorian miners.
Or take a thrilling canal ride into the caverns beneath Castle Hill where orchestras once played for the Earl of Dudley.
Of course, there's a great deal more for all the family. Our new tropical Geochrom, the Castle rich in history and the famous Zoo, not to mention the finest crystal in the world . . .
We could tell you more.
But we'd rather you came for yourself and saw the light.

For a free information pack ring Dudley Tourist Information Centre on (0384) 250333.

DUDLEY
Metropolitan Borough

Economic Development Department
7 St. James's Road, Dudley DY1 1HP

DUDLEY METROPOLITAN BOROUGH · DUDLEY METROPOLITAN BOROUGH · DUDL

Plug in to the new energy exhibition

A brand new gallery, 'Energy of the Future', has opened at the Museum of Science and Industry in Manchester.

The gallery explores the basic principles of energy production, and traces the development of nuclear power and the potential of renewable energy.

The exhibition covers commonly-raised issues and, in keeping with growing public concern about the environment, covers subjects such as the greenhouse effect, acid rain and radiation.

The exhibition has been created entirely by staff at the museum and British Nuclear Fuels have provided £73,000 sponsorship for the exhibition, which also had the practical support of Nuclear Electric plc and the Energy Technology Support Unit of the Department of Energy.

The whole cycle of nuclear electricity production is explored - from ore extraction through to waste disposal and there are interactive computer displays on radiation and energy.

The hands-on approach is continued with an experiment where visitors can measure the radioactive emission from everyday objects such as a smoke detector, coffee beans and sand. Another experiment allows visitors to test the effectiveness of different materials for shielding radiation.

Said Museum Director, Dr Patrick Greene: 'These are issues of great public interest. The museum has provided the information that allows the public to become better informed about subjects of considerable importance for the future.'

There are 13 other galleries at the museum and a stay of at least three hours is recommended.

Open: Daily, including Sundays, 10am-5pm.

Group prices: (minimum 10) adults £2, children £1.

More details from: Alison Vincent, Museum of Science and Industry, Liverpool Road, Castlefield, Manchester M3 4JP. Tel: 061 832 2244.

Back a winner with Ascot Racecourse!

Ascot Racecourse - the showplace of racing - is making a determined bid to attract coach operators to the course.

A group of operators recently visited the famous Berkshire course on a familiarisation trip and further visits are being organised in the coming months.

Racing takes place every month throughout the year, except in May and August, with both Flat and National Hunt.

Facilities at the course are superb, with ample coach parking which is free at most meetings, bars, restaurants, three enclosures, bank and shop.

Currently on offer on Diamond Day on Saturday July 27, is 25% concession discount on groups of 12 or more, reducing the entry price to Tattersalls enclosure from £13 to £9.75.

Pre-bookable hot or cold three-course lunches are available, accompanied children under 16 are free and there's a free supervised playground/playroom.

Add to that the sheer thrill of a day's racing watching the top horses and top jockeys in the world and it all adds up to a great day out for any group.

'A day at Ascot is not to be missed,' says Jane Horsman of the racecourse.

'We're very keen to encourage coach operators and want to dispel the myth that racing is expensive and that the rules at Ascot are complicated. There are some excellent discounts available this year and we have comprehensive information packs for the operator.'

More details from Jane Horsman, Ascot Racecourse, Ascot, Berks SL5 7JN. Tel: 0344 28299.

BRIEFS

● The Hotel Ibis chain is to build a new 462-bedroom hotel next to the Elephant and Castle shopping centre in London.

Development starts early next year and all bedrooms will have satellite TV, alarm-clock radio, en suite-bathrooms, sound-proofing and special facilities for the disabled.

More details from: Julia Record, tel 081-650 4777.

● **Royalty and Empire, one of Windsor's most popular tourist attractions, which recreates Queen Victoria's Diamond Jubilee celebrations of 1897, is under new ownership.**

Previous owners, the Tussaud's Group has sold the attraction to Windsor Station Ltd, a member of the L&R Leisure Group.

L&R Leisure will shortly be announcing their new plans for the attraction.

● The West Country is the favourite holiday destination of the British public .... and it's official!

The latest British National Travel Survey for 1990, published by the British Tourist Authority, reveals that a quarter of British long holiday takers include a stay of at least one night in the West Country - as many as those staying in Scotland and Wales put together.

Figures for last year were: West Country, 24%, Scotland 12% and Wales 12%.

● **An award scheme designed to recognise and promote high standards of employment practice in York's tourism industry has been launched by York City Council and Yorkshire and Humberside Tourist Board.**

The 'Tourism Employer of distinction Awards' is open to any company which is involved in the tourism industry, from shops and tour companies to acccommodation providers and attractions.

MOOT exhibitors carry off the awards

Lancaster Tourism carried off the special Coachmart/Coach Tours & Excursions award for the best stand at MOOT '91.

The judges were most impressed by the stand's visually striking display, effective use of space and arresting costume characters. Highly commended were the Tales of Robin Hood and Lumley Castle.

The award for the Best Promotion on the stand went to Peak & Potteries for a carefully-planned and co-ordinated campaign which started way back in January and culminated in a prize draw for a Royal Doulton figurine at the end of the show. Runner-up was Shows Box Office for its commitment and enthusiasm in promoting its organisation.

Best entry in the MOOT '91 guide was Kirklees/Calderdale which cleverly juxtaposed the past and the present in a most amusing way, getting its message across clearly with a typical touch of Northern humour.

Best Advertisement in the MOOT guide went to Liverpool's Historic Waterfront for an advertisement which was clean, clear, visually effective and simply leapt off the page.

Briny break for landlubbers!

Hull Tourism has just introduced a revamped Maritime Heritage Weekend, said to be one of the most competitively priced available.

The reshaped package retails at between £58-£65 and comprises two nights at either the Waterfront Hotel or the 4-star Marina Post House Hotel which overlooks Hull Marina.

As a plus point for families, two children up to the age of 16 can stay free when sharing their parents room.

The weekend begins on Friday with a welcome drink, and continues until Sunday afternoon when visitors return home from Flamborough Head, one of the Yorkshire Coast's spectacular landmarks.

In between there's an opportunity to follow a Maritime Heritage Trail around Hull's maritime quarter, including free entry to museums and a visit to Beverley with its famed Minster.

Special events throughout this year include weekend yacht racing, powerboating and an international sea shanty festival.

More details from: Hull Tourist Information Centre, 75-76 Carr Lane, Hull, tel 0482 223559.

Rare farm breeds ready for new season

A collection of rare farm breeds has been added to Hatton Country World's existing tourist attractions this season.

The unique countryside theme park at Warwick is just a few miles from top tourist attractions like Warwick Castle and Stratford upon Avon, and was visited last year by more than 130,000 people.

Animals at the rare breed park include: Soay sheep, Gloucester Old Spot Pigs, Long Horn cows, Partridge Cochin chickens and Lop Eared rabbits, with many of the breeds dating back to the Stone Age.

Also on display is vintage farm machinery, a wild flower meadow, special pets corner containing hand-reared animals, and an adventure playground.

The craft village ranges from one-man outfits to rapidly expanding businesses, with more than 30 workshops, many of them open all year round. Visitors can buy or commission many different goods - from traditional favourites like house signs, dried flowers and candles to unique items that cannot be bought in the High Street.

There's a garden centre where expert advice is available; a farm shop; a cafe, recommended by Egon Ronay; a fruit park where visitors can pick their own fruit and vegetables and a 1 mile long nature trail which leads to the famous Hatton 21 Locks - the longest stretch of locks on the Grand Union Canal.

Open: Now-September 30, daily.

Group prices: (minimum 12) Mon-Fri 10% off following prices: adults £2, OAPs £1.50, children £1. Sat-Sun 5% off.

For more details contact: Carol Blower, Hatton Country World, Hatton House, Warwick CV35 7LD. Tel: 0926 843411.

Scottish delight in Edinburgh package

A special package - the Capital Experience - offers a combination of Scottish delights, all of which can be combined in a one-day tour, to coach operators.

The 'Experience' combines whisky, tartans and the sights of Edinburgh and a stately home in a single day.

The Experience starts or ends with a special visit to the mill shop at Kinloch Anderson where visitors have the opportunity to buy quality garments and gifts.

The alternative start or finish to the day is the Scotch Whisky Heritage Centre where the story of scotch whisky is brought vividly to life.

Dalmeny House lies a mere seven miles from Edinburgh city centre, and groups can visit this stately home, taking an aperitif in the library, followed by a private lunch in the dining room.

Linking the visits is a panoramic tour of Edinburgh, including both the old and new towns.

Group prices: (minimum 20) Silver Crown Tour, excluding VAT, £55 per person; Gold Crown Tour, excluding VAT, £119 per person (includes a pack of 12 whisky miniatures, a cashmere and lambswool scarf and an illustrated book on country houses).

More details from: The Capital Experience, Charisma, 1 Lanark Road West, Currie, Edinburgh EH14 5EP. Tel: Tony Chapman 031 441 7350.

Group visit plea by threatened zoo

London Zoo, the most famous zoo in the world but currently threatened by closure, has appealed to the travel trade for support.

Said marketing director, Angela Horsman: 'We hope the travel trade will add its voice in support of the zoo by organising more group visits and by including London Zoo on excursion itineraries and day out diaries.

'Our Easter attendance was 45% up on last year, and the highest for three years. People are realising what an important national asset the zoo is and they really appreciate what an exceptional family day-out the zoo offers.'

Open: daily, except Christmas Day, March-October 9am-6pm (7pm Sundays and Bank Holidays); November-February, 10am-dusk.

Group prices: special rates for groups of 20 or more and extra discount for early payment. Free entry for coach driver, free meal voucher, free gift shop voucher.

More details from: Cathy Robinson on 071 722 3333.

West Cumbria goes green

A new body, strongly committed to 'green tourism', has been set up to market the opportunities in West Cumbria for active, outdoor and environmental holidays and visits.

The Western Lakeland Discovery Group is an association of organisations in the area which provide active and interesting breaks for people of all ages.

The uncrowded and uncommercialised area offers outstanding opportunities for active outdoor holidays and the enjoyment of varied landscapes and natural life.

Attractions listed include: Ponsonby Farm Park, a working dairy farm where commercial and rare breeds of animals can be seen in their natural environment; The Owl Centre at Ravenglass which contains one of the most comprehensive collections of owls in the world; the Ravenglass and Eskdale Railway; castles, museums, water mills and prehistoric sites, and a whole host of walking, riding and activity opportunities.

More details from: Bill Sharrod, Rowrah Hall, Frizington, Cumbria CA26 3XH. Tel: 0946 861029.

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All prices include return ferry crossings and 2 nights' bed and breakfast accomodation!

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- Museum shop.
- Car and coach parking.
- At least 1½ hours visit.
- Close to the Pyramids Leisure Centre. Sealife Centre and other sea front attractions.

Discounts available for groups of 20 or more booked in advance.

Extra discounts available for coach operators making regular bookings.

Open daily 10.30 am to 5.30 pm (except 24-26 December).

For further details telephone (0705) 296905

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OPEN MAY 1991
Tiger reserve with its own water-fall, rock pool and jungle bridge

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Visitors can walk through the wild animal park's own tiger reserve. By the skillful use of materials and design, visitors can view these beautiful animals at ground level and look down into the enclosure from different points.

As well as a meandering pathway, Tiger Falls includes its own waterfall, rock pool, shady conifers and jungle suspension bridge.

Whipsnade is Britain's biggest wild animal park, set in 600 acres, with over 3,000 rare and exciting animals. Children's Run Wild Playcentre, Discovery centre, new Woodland Birdwalk, Europe's largest breeding collection of cheetahs and much more...

Return the coupon to:
Whipsnade Wild Animal Park, Dunstable, Bedfordshire, LU6 2LF.
Tel 0582 872171, fax 0582 872649

Whipsnade Wild Animal Park and London Zoo in Regent's Park: Britain's most exciting wildlife attractions - the country and city homes of the Zoological Society of London. For more details on group visits and travel trade benefits at London Zoo, telephone 071 722 3333 and talk to the group visits co-ordinator.

YES, please send me the latest Whipsnade travel trade and group benefits pack.

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WW/15/91

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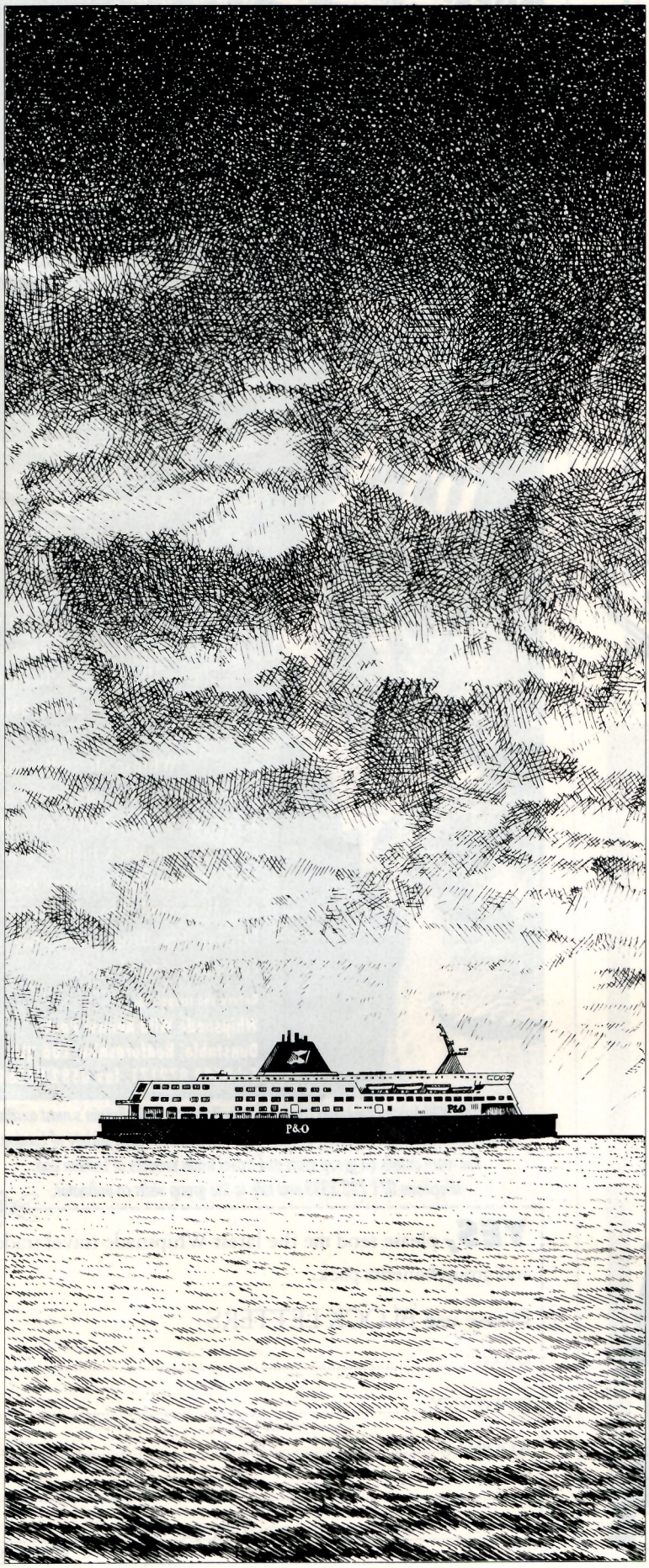

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★ TO OUR SPECIAL OFFER FOR MARCH, APRIL, MAY AND JUNE ★

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In these four days we will be having:

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Free accommodation for driver/party organiser with twenty or more.

For further details tel. 0253 41928 (16982/HO)

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- Driver free

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And 28th Sept onwards

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(17973/HO)

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£2,750

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2.5 DI diesel, tested Oct '91, white, unlettered, 80,000K

£4,250 + VAT

Will deliver UK mainland

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Express IV, 53 E-type seats, test Feb 1992, excellent condition.

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53 seats, like new, MoT August 1991, good all round condition.

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13 seater PSV, tested until April '92, cloth seats, exterior white, vgc.

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LEYLAND ROUTEMASTER 1425

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No reasonable offer refused

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52 seats (inc drv), recliners, toilet, drinks, sleeper compt, radio/cass/PA, air cond, just MoT'd.

Bargain at £59,000

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Taxed & tested July, owned by us since new, good condition, clean inside and out, sale due to update of fleet.

£9,750 + VAT ono

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(18440/BB)

BARGAIN BUS

1982 DAF

49 reclining seats, toilet and drink cabinet.

1983 DAF

53-seater.

Give away prices.

Tel. 0285 720752/3 or 0285 653882 evenings

(18516/BB)

BARGAIN BUS

1980 BEDFORD PLAXTON

Two, 45 seater c[illegible]s, one with c[illegible] MoT October 1[illegible],000 one without £2,000 or both £3,500 + VAT.

BOTH SOLD

Tel: 0835 62253

(18236/BB)

BEDFORD

DUE TO FLEET REPLACEMENT THE FOLLOWING ARE FOR SALE

V REG BEDFORD, 29 seater, Dominant II, radio PA system, 12 months MoT. ... **£4,500 ono + VAT**

W REG BEDFORD 500 PLAXTON, 49 reclining seats, radio cassette, PA system, 12 months MoT. ..... **£9,500 ono + VAT**

Tel. 0202 394283

(18241/BED)

BEDFORD PJK. 29 seater, 1976, air door, good all round condition. MoT December 1991. **£3,000 ovno. Tel. 071 701 5580.** (18504/BED)

1973 YRT. 53 seats, tested 9-4-92 (Leyland 400 engine), **£2,000. 1975 YRT** 53 seats, tested 9-1-92, **£2,000. 1975 PJK** 29 seats, tested 4-3-92, **£2,000.** All in daily use. **Stoniers 0782 214184, 0782 412373 evenings.** (18507/BED)

1978 BEDFORD YMT PLAXTON. 53 seats, ticket expired, very tidy coach. **£3,000 ono plus VAT. Tel. 0255 432654 or 432809 Clacton-on-Sea.** (18490/BED)

1975 BEDFORD YRQ PLAXTON. 45 seats, ticket to November 1991. Tidy coach. **£2,000 ono + VAT. Tel. 0255 432654 or 432809 Clacton-on-Sea.** (18492/BED)

JUNE 1984 PARAMOUNT 3200 EXECUTIVE BEDFORD 8-22

Turbo, cherished number plates, 36/38 recliners, double glazing, toilet, coffee machine, TV video, carpeted, in excellent condition, MoT April '92.

£27,900 ono + VAT

Tel. 0905 772301 or 0831 113305

(18728/BED)

1979 BEDFORD YMT. 53 seats, Plaxton Supreme, Wheel trims, PA, MoT 4/92. **£6,500 + VAT. Contact Chris Squibb, (0983) 522456.** (18495/BED)

1980 BEDFORD YMT. Plaxton Supreme IV, 53 seater, radio, PA, power door. MoT April 1992. Very nice condition. **£8,650 or near offer. Chivers Coaches, 0252 703446 (Surrey).** (18493/BED)

CHOICE OF TWO 1984 BEDFORD YNT DUPLE

53 seats, tested Feb '92 and Dec '91. Good all-round condition.

£15,500 ovno + VAT each

P/X considered.

Tel: 071-935 4091

(18722/BE)

1982, BEDFORD YNT, 12 metre, Duple Dominant IV, 57 seats, power door,, tinted windows, new engine June 1989. **Tel. 0704 821245.** (18356/BE)

1985 BEDFORD YMP, 35 recliners, Paramount body, **£25,000 + VAT. Tel. 0974 202495.** (18404/BED)

1984 BEDFORD YNT Duple Laser

53-seater, radio/PA/cassette, limiter fitted, private plates, MoT April 1992.

£23,500

1978 BEDFORD YLQ Duple Dominant

45-seater, power door, MoT January 1992.

£5,250

1984 VOLVO B10M Duple Caribbean

49 seats, toilet, TV, video etc. Jason drinks machine, private plate, MoT November 1991.

£39,850 + VAT

GAVIN MURRAY COACHES

0744 22882

(18095/UN)

1983 BEDFORD YNT DUPLE, 53 seater, very clean for year, MoT April 1992, taxed till March 1992, Express doors, speed limiter, wheeltrims, radio cassette, curtains, centre carpet, **£14,500 + VAT.** P/x considered. **Tel. (0772) 749358/747329.** (18369/BED)

1973 YRT 500 engine Plaxton Mk4 front, 48 seats, MoT March 1992. Front continental door. **£2,400 ono. Ementon Coaches, Cranfield, Bedford. Tel. 0234 750265 – 750589.** (18713/BE)

1978 Bedford YMT Vanhool 300. 53 seats, MoT July 1991. **£4,900 ono. 1979** Bedford YMT Plaxton Mk4. 53 seats, MoT new. **£5,800 ono. Ementon Coaches, Cranfield, Bedford. Tel. 0234 750265 – 750589.** (18712/BE)

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BRISTOL RE SERVICE BUSES

ECW bodies selection available. Various tests and price from

£2,500 + VAT.

Tel. 091 536 3318

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BRISTOL Re breaking for **spares.** Most parts available. Plaxton body and some new Bristol spares. Tel. Hugo Miller on Horsham **0403 211144.** (18741/BR)

DAF

1984 DAF BOVA EUROPA 3

52 seat + 1 courier, full exec, TV/video, toilet, drinks machine, Webasto heater, 1 full year's test. **£29,950 + VAT.**

1982 DAF BOVA EUROPA 1

TV/video, drinks machine, Webasto heater, 1 full year MoT certificate. Private plates.

£22,500 + VAT

TEL. 071 935 4091

(18721/DA)

DAF

DUPLE GOLDLINER 1982, centre-sunken toilet, 47 recliners, drinks machine, Webasto, TV & video, tinted windows, MoT 13.1.92, **£26,000 or near offer. Tel. 0332 812815.** (18140/DA)

2 LAG/DAF

Running gear rear mounted 11.6 litre engines. Interior immaculate, mainly used on tours. Both 49 seats. Double glazed, Webasto, sunken toilet, tea/coffee making facilities, stereo video system, two monitors, driver's bunk room with crew telephone. Large capacity refrigerator, courier seat, Telma, exterior rainbow coloured stripes. No letting – First Reg Dec 86, Jan 87. Now surplus to requirements. Both vehicles are ready to go straight into service.

£52,000/£53,000 respectively

Tel. 0205 364087 (Lincolnshire)

(18731/DA)

DOUBLE DECKERS

1984 LEYLAND OLYMPIAN ECW 64 coach seats, soft trim, P/A, radio, cassette, wheel trims, MoT 4/92. **£37,800 + VAT. Contract Chris Squibb (0983) 522456.** (18498/DD)

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FIVE DENNIS JAVELINS

One 1988, four 1989.

All with 57 seats and air suspension. All new MoTs. Low mileage.

£45,000-£55,000

Tel. Clarices Coaches (0788) 832288

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MAYBURY'S OF LONDON LTD

1989 (F) DENNIS JAVELIN DUPLE 320SL, 12 metre, 55 recliners, radio/pa/cassette, curtains, excellent condition and maintained to highest standards, MoT Jan '92.

£52,750 + VAT

Contact Richard Maybury

071 720 0143

(18688/DE)

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Ensign Citybus

HAS FOR SALE 10 RECENTLY REMOVED FROM SERVICE DMS FLEETLINE VEHICLES

7 of which are in running order with current MoT tickets, 3 with current tickets but have major unit failures.

Tyres are not included in the sale.

It is intended to remove from service a further quantity of DMS type vehicles in May.

All enquiries to Steve Maw, Engineering Manager on:

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or Fax 081-595 3369

(18123/DD)

DUPLE

1985 DUPLE 425/CUMMINS AUTOMATIC, MoT Dec 1991, 55 seater, toilet, bunk, 3 TV/videos, Eberspacher heating, double glazing, full service history, exc. cond. **£45,000 + VAT.** Any P/X considered. **Tel. 0767 681382.**
(18518/DUP)

1990 DUPLE 425

Full exec spec with video TV and two monitors. TELMA, new MoT, 65,000k genuine, 13 mpg.

£75,000 + VAT

RENNIES of DUNFERMLINE

0383 620 600
(18689/DUP)

FORD

1982 FORD DUPLE, 53 seater, very clean for year, MoT March 1992, taxed, power door, curtains, tints, armrest, speed limiter, **£10,500 + VAT.** P/x considered. **Tel. (0772) 749358/747329.**
(18370/FO)

BREAKING FORD PLAXTON SUPREME, all parts available including upright engine, 6 speed gearbox, axles, seats etc. **Tel. 0525 712132 (Bedfordshire).**
(18150/FO)

1982 X Reg Ford R1114 Plaxton Supreme, 53 seater, Telma, speed limiter, tinted glass, one owner, very low mileage, excellent condition throughout, **£12,995 ovno + VAT. Tel. 0836 606994 day, 081-647 4590 eves.**
(18502/FO)

1979 Dominant II, 360 turbo, 8 metre, 33 full squab semi-reclining seats, continental steps, tinted glass, auto door, new MoT, genuine reason for sale, **£9,000. Tel. (0272) 501722 or (0275) 374447 (work hours).**
(18711/FO)

MAN VW

1985 M.A.N. SR280. 53 recliners, all the usual extras, no shuttle work, owned from new on our Holiday Tours. Very clean. £46,000 ono + VAT. **Angela Coaches Ltd., Tel. 042 121 3170.**
(18505/MAN)

JUNE 1981 MAN SR280

48 recliners, retrimmed 1990, courier seat, video, toilet (new 1990), drinks machine, speed limiter. Recently fitted: new airbags, steering joints, batteries, tyres, tacho head. New ticket, private plates. Excellent value at offers around

£18,500

Tel. (0702) 588344
(18522/MAN)

MERCEDES

1987 JULY MERCEDES 0303 RHD

(Full air conditioning). 49 reclining seats plus courier seat. Centre sunken toilet, driver's bunk, fridge/water boiler, TV, video, MoT April '92, excellent condition.

Choice of two
£65,000 + VAT each
Tel. (0928) 564515
(18707/MER)

MERCEDES 609, 1988, 36,000 miles, interior immaculate to include, 19 full size coach seats, arm rests, head rest covers, large table, radio/cassette/PA, overhead luggage racks, fully carpeted and moquetted, blinds, large boot, Bristol dome. **Used for VIP clients only.**
£17,500 + VAT
High Wycombe 0494 31873
(18736/ME)

1989 F REG

MERCEDES CHARISMA

49 seats, full executive spec, excellent condition.

£65,000

Telephone: 051 523 3118
(18663/ME)

BARGAIN 1982 MERCEDES, 21 seater, good all round condition, short tax and test. Radio cassette, wheel trims, skirts, 20 mpg, very reliable. **£6,000 + VAT. Doncaster (0302) 844610.**
(18450/MER)

MERCEDES 609D, E Reg, 19 seater, Reeve Burgess boot, low mileage, unlettered, £13,950. Mercedes 609D, 1990 G Reg, 21 seater, large boot, 65 klm, £23,000. P/X considered. **Tel. (0782) 317122.**
(18449)

MERCEDES 0303 HIGHLINE. Fully air conditioned, rear lounge, 7 tables, large bar and servery area. Toilet, washroom, video. 24 volt power supply. Fully carpeted, in first class condition. **£35,000 + VAT. Tel. 0628 70257.**
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NEOPLAN

AUGUST 1983 NEOPLAN CITYLINER

49 reclining seats/courier seat, WC, TV/video, hot drinks, excellent condition, any inspection welcome.

£39,500 + VAT
Tel. (0928) 564515
(18703/NE)

LEYLAND

LEYLAND TIGER, 1984 PLAXTON PARAMOUNT 3200, excellent condition. **£29,500 + VAT. Tel. 0443 672207.**
(18748/LE)

LEYLAND TIGERS

A new life sought by nine big cats ..

4 with Laser 50 seats, 3 with Paramount 3200 51 seats, 1 with Caribbean 46 seats and a 47 seat Alexander. All in National Express livery ages range from 1983-1986, MoT's from Sept '91-March '92 ... for further details contact

Bob Crawley, Portsmouth Transit Ltd on Exeter (0392) 50755
TOO GOOD FOR A ZOO!
(18513/LEY)

1983 TIGER DOMINANT IV

53 seats, express doors, destination display, TL 11 245 engine, semi-auto gearbox, new test certificate.

£22,000 + VAT ono

Tel: 0202 537 568
(18407/LEY)

1988 LEYLAND TIGER

Pneumocyclic box, Plaxton Derwent service bus, 54 seats + 24 standees, MoT, choice of 3

£47,500 + VAT ono

TEL. 041 956 3636
(18512/LEY)

LEYLAND

DO YOU NEED A CHEAP SPARE BUS? We have a selection of Leyland Leopards for sale with prices ranging from **£2,000 to £20,000. Tel. now on 0670 712355.**
(18243/LE)

DUE TO COMPANY CLOSURE – MUST SELL LEYLAND LEOPARD

1979, p/plate, Dominant, 48 recliners, TV/video, hot drinks, carpet, curtains, soft trim, MoT applied for, small amount of work needed.

£10,500

Tel. (0234) 360327
(18735/LE)

1987 (E) Duple 350 SL + Leyland Tiger 290 ZF manual. Full spec, 53 rec, r/s toilet, servery + boiler, r/cont door, courier seat, d/glazed, f/d curtains, cassette/PA, wired for TV & video. MoT till Nov '91. **£52,000 + VAT ono. Tel. 0207 282288.**
(18409/LEY)

1976 LEOPARD, 47 seater Dominant, 11 metre coach, s/auto, p/door, p/steering, recent engine/gearbox, s/history. Good solid tidy example, new MoT, ready for immediate work. **Only £3,995 ono + VAT. Tel. 0622 757101.**
(18695/LEY)

TWO 1980/81 LEOPARDS, 53 seat, Plaxton Supreme, wheel trims, power doors, P/A, heater, MoTs 11/91, 2/92. **£14,200 + VAT each.**

1979 LEOPARD, 48 seat Plaxton Supreme, wheel trims, power doors, P/A, heater, curtains, MoT 5/92. **£12,800 + VAT.**

1982 LEOPARD, 51 seat ECW, power doors, P/A, heater, MoT 4/92. **£18,200 + VAT.**

1984 TIGER, 51 reclining seats, Plaxton PMT high line, power doors, P/A, radio cassette, toilet, TV, wheel trims, double glazed, curtains, carpet, MoT 1/92. **£32,500 + VAT. Contact Chris Squibb (0983) 522456.**
(18496/LEY)

1975 LEYLAND LEOPARD PLAXTON, 57 seater, MoT until December 1991, very good condition. **£3,500. Tel. Ivan Thomas 081 397 4276 or 3774.**
(18717/LE)

1985 B REG

LEYLAND TIGER 245

with high deck Duple Caribbean body, 51/53 reclining seats, demountable toilet, Continental entrance, ZF gearbox, immaculate condition, with new MoT valid until December 1991.

£44,000 + VAT

Contact: Mr. A.R. Jones or Mr G. Hudston

W. Robinson & Sons (Tours) Ltd
Park Garages, Gt Harwood
Blackburn BB6 7SP. Tel. 0254 889900
(18732/LE)

1989 (F) LEYLAND TIGER 260 12M COACH

Duple 320 with 'L' pack. Fitted with express type doors and destination gear.

£59,000 + VAT
Tel: P.F. Collier, Bebb Travel.
0443 204211
(18515/LEY)

LEYLAND

T REG LEYLAND NATIONAL BUS. Gardner engine, s/auto, MoT April 1992. 49 + 22 seats. Painted all white. Sold with school contracts worth £35,000. West Dyfed Bus. **£5,750 + VAT plus £10,000 Contracts. Apply Box No.18500, Coachmart Classified, Emap Response Publishing, Wentworth House, Wentworth Street, Peterborough PE1 1DS.** (18500/LE)

1957 LEYLAND PD2, open top, PSV, MoT, just right for Derby day, very clean and tidy. **£12,500. Tel. 0895 674422 or 0836 529555.** (18739/LE)

SETRA

1983 PRIVATE PLATE

HIGHLINE KASSBOHRER SETRA 215 HD

Superb condition, 49 seats + courier. Toilet, coffee machine, TV/video, Voith retarder, Webasto air suspension, driver's bunk.

£55,000 + VAT

Tel. 0375 673482 days or 0375 670163 eves

(18666/SA)

APRIL 1990

SETRA 5210H

32 seater, toilet, kitchen, all usual Setra refinements, low mileage, new MoT.

£80,000 + VAT

Tel. 031 339 6339

(18747/SA)

SCANIA

1985 SCANIA K112 JONCKHEERE P599, 51 reclining seats plus courier, full executive and extras, April 1992 test, very clean, **£47,000 + VAT. Please tel. (0706) 68999 or 47774, mobile (0836) 539587.** (18733/SC)

CHOICE OF TWO 'F' REGISTERED SCANIA K92/ DUPLE 320

55 reclining seats, radio/ cassette & PA. Centre carpet, curtains, air suspension etc.

£55,000 ono

P/X considered, finance can be arranged subject to status.

Telephone John Evans on 0302 330330

(18520/SC)

VINTAGE VEHICLES

1958 BRISTOL MW. (Valuable registration number PDL 515). ECW, 39 seats, 6 HLW, in need of restoration but runs!! £350 + VAT. Contact Chris Squibb (0983) 522456. (18494/VV)

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1981 VOLVO B10M JONCKHEERE HIGHLINE, 49 seat Executive, MoT 17/ 1/92, Telma, private plate. **£28,000 ono + VAT. Tel. Cedric Coaches on 0206 824363.** (18413/VO)

1985 VOLVO B10M CAETANO ALGARVE

49 seats + courier, fully air conditioned. TV, video, WC, hot drinks, low mileage, excellent condition.

£65,000 ono + VAT

Tel. 051 489 8484

(18237/VO)

VOLVO

1986 VOLVO B10M COACH, 12 metre with fire damage, chassis, engine and tyres all good, ideal for rebodying. **Tel. Ivan Thomas on 081 397 4276 or 3774.** (18716/VO)

VOLVO EXECUTIVE coaches, full specification, choice of Plaxton, Van Hool, Caetano bodies, choice of **5 prices. Start from £47,500.** All in very good condition. **Tel. Brigg 0652 52481.** (18412/VO)

1989

B9M VAN HOOL ALIZEE H

36 recliners + courier seat, TV/video, rear floor mounted toilet and servery, Blaupunkt PA/radio/cassette, low mileage.

£80,000 + VAT

Tel. 0294 605454

(18734/VO)

1982 VOLVO B58 DUPLE 4. (Choice of 4). Telma, 53 reclining seats, PA, radio cassette, double glazed, curtains, MoT 2/92, **£21,500 + VAT. Contact Chris Squibb (0983) 522456.** (18497/VO)

1984 VOLVO B10M VAN HOOL LOW DRIVER

49 recliners, toilet, video, d/glazing.

Owned by us from new.

£55,000

Tel: SWORDER COACHES

0438 861238 (HERTS)

(18501/VO)

THREE VOLVO B10M'S

1984/85. Berkhof Emperor 60 seats, toilet/washroom

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(18508/VO)

1984 VOLVO B10M

Jonckheere P599, full specification, excellent condition. Bargain at

£46,000 + VAT

Telephone: 0286 870880

(18664/VO)

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KÄSSBOHRER

STAY AHEAD WITH A SETRA

O.K. So we know times are tough. All the more reason to ensure you're a mile ahead of the competition. With a Setra, you're always out in front...

Year	Model	Seats	Price
1988	Leyland Tiger 290 Jonc, TV/Video, WC, Air Con.	48	£82,500
1988	DAF 2300/Duple 340, WC, TV/Video, Radio/PA	53	£62,500
1988	Duple 425, Db/Glaz, Telma, Econocruise, WC, Kitchen	53	£72,500
1988	Bedford/Duple, Radio/PA	57	£52,500
1987	DAF/Caetano 11.6, Radio/PA	53	£67,500
1985	Neoplan/Skyliner, TV/Video, WC, Kitchen	77	£70,000
Setras			
1989	S 215 HRI (Rational), WC/Kitchen, Retarder, ABS Many extras (warranty)	49/53	£109,000
1988	S 215 HRI (Rational), WC/Kitchen, Retarder, ABS	49/53	£ 92,000
1983	S 215 HD (Optimal), WC/Kitchen, Drivers bunk TV/Video, Retarder, Many extras (warranty)	49	£ 62,000
1983	S 215 H (Optimal), WC/Kitchen, TV/Video, Retarder Many extras (warranty)	49	£ 47,500

Week's special offer...

1989	S210 H Super Luxury Coach - everything fitted	28	£ 79,000

New vehicles available from stock - other secondhand vehicles available. Fianace available, subject to status.
***Please note:* Year of registration does not necessarily denote year of manufacture.**

Harry Kell 0932 843685 (Southern Area Manager)

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Kässbohrer

Setra. Perfection in coaches.

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(16288/SE)

VOLVO

IRIZAR

1985 VOLVO B10M IRIZAR PYRENEAN
49 seats & courier, centre sunken toilet, Continental door, drivers bunk, double glazed, radio/PA, TV/video, coffee machine, MoT May '92, reconditioned inside and out and painted in 2 pack white **£49,500**

COACH AND MINIBUS RENTAL
25p per km or £220 per week (Scotland only)

P/X TAKEN

1983 VOLVO B10M Plaxton 3200, 53 seats, MoT April '92, power door, radio, PA, re-panelled and re-painted in brilliant white, lovely condition **£35,000**

1979 BEDFORD YMT Duple Dominant II, 53 seats, manual door, unlettered, red/white, MoT January '92, radio, very nice inside and out, recommended **£7,000**

1972 AEC 760 Plaxton Elite III, 53 seats, 12m, unlettered, manual door, MoT May '92, white with a red and orange flash .....**£2,500 ono**

Mercedes Minibuses and Volvo Coaches purchased for cash

TRAMONTANA C.D. LTD

VOLVO K19 G/BOXES and CASINGS AVAILABLE

CHAPELKNOWE ROAD, CARFIN, MOTHERWELL
TEL: 0698 53845/861790 (15934/VO)

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FORD TRANSIT DIESEL, 1983, 16 high back moquette seats, full year's MoT and tax, very good condition. **£3,900 ono + VAT.**

1988 RENAULT MASTER, 15 seater, full year's MoT and tax, very good condition. **£6,950 ono + VAT.**

Both maintained to very high standard ***Regardless of costs.***

Tel. 0932 25475 days or 0932 241115 eves/w/ends

(18704/MB)

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Carlyle
BUS CENTRE

★ **SELECTED USED MINIBUSES** ★

★ WIDE CHOICE ★ HIGH QUALITY ★ KEENEST PRICES ★ FLEXIBLE FINANCE ★

FULL STAGE SPECIFICATION CARLYLE BODIED MINIBUSES WITH CURRENT PSV

1985/6 'C' TRANSIT 16 seat, from **£4,750**
1986/7 'D' SHERPA 16 seat, from **£4,500**
1987 'D' SHERPA 20 seat, from **£5,950**
1989 'G' SHERPA Mk II 20 seat, from **£16,500**

★ HIRE PURCHASE ★ LEASING ★ CONTRACT HIRE ★ PERSONAL LOAN FINANCE ★
Contact Andy Greenway for full details and this weeks stock list.

All prices are subject to VAT. The year quoted is the year of initial registration. Offers are subject to availability. Carlyle Bus Centre is a Licenced Credit Broker. Finance is subject to status.

021-454-4808

Carlyle Bus Centre Limited, Waterworks Road, Edgbaston, Birmingham B16 9DB.
Fax: 021-454 5356. (15965/MB)

PMT ENGINEERING

Ex-Demonstrator 33 seat AMI Coach

New 33 seat AMI Coach

New 20 seat DAF 400 Minicoach

Contact: Helen Bailey (0782) 744744

(18693/MB)

FOR SALE: E REG FORD TRANSIT PSV Mellor Conversion, 12 seats, taxed and MoT, excellent condition, **£5,750. MERCEDES B REG,** PSV, 12 seats, high back, taxed and MoT, very good condition, **£7,850. Tel. (0538) 752057.**
(18727/MB)

PEUGEOT DIESEL TALBOT
6 x 14 seaters, high back seats, 5 speed gearbox, all with current MoT, low mileage.
£9,500 ono + VAT
Tel. 081 343 4917 or mobile 0860 861831, 081 343 2229 Mr Jackson
(18657/MB)

1982 BEDFORD CF, Mark II, 12 seater, PSV, **£1,500 – no VAT. Tel. (0222) 594367.** (18743/MB)

1987 Ford Transit Minibus, 14 seater PSV, good condition, **£5,500 inc VAT ovno. Tel. 091-2656 747.** (18433/MB)

1987 VW TURBO OPTARE, 25 seats, needs attention, **£8,000 + VAT. Tel. 071 935 4091.** (18723/MB)

Unregistered Iveco Turbo diesel 12-seater + tables, H/spec, Special Price **£17,500**

GENUINE PRICE BARGAINS

★ ★ ★

GENUINE PEOPLE TO DEAL WITH

1920's replica F/Rover 12-seater PSV New conversion, period interior, real eye-catcher, MoT March '92 **£10,950**

WE HAVE THE ANSWER!

B Reg Iveco diesel, 11 coach seats + tables, large boot, MoT Sept '91 **£4,950**

1988 Diesel Injection – overdrive, 16 h b seats – tables and luggage space, new coach conversion, high spec, MoT March '92, £12,950

ECONOMY CONVERSIONS

TEL 061-445 2425

D Reg Iveco Turbo diesel, R/Burgess Beaver, 21-seater Algarve coach seats, p/door, used on p/hire, MoT Feb '92, only 65,000 miles **£15,950** (16948/MB)

MINIBUSES

NORTH WEST COACH SALES LTD

Deal direct with the Manufacturers
The quality PSV and Welfare converters

MERCEDES 410D; 16 high back moquette seats, full soft carpet interior trim, 2 full length luggage racks trimmed in carpet, lift up roof vent, 2 speed saloon heater, radio/cassette with 4 speakers, bronze tinted windows, fluorescent saloon lights with night light, moquette centre roof stripe, floor overlaid with heavy duty lino with rubber gangway, courtesy panels trimmed in carpet and fitted with ashtray.

Price on the road **£113.44 per week**

Stock

MERCEDES 609D; 24 high back moquette seats, full soft carpet interior trim, 2 large full length luggage racks trimmed in carpet, full size Overton lift up roof vent, framed bronze tinted windows, deep Dropwell fibreglass boot, all round fibreglass skirts, radio/cassette with 4 speakers, fluorescent saloon lights with night fittings, moquette centre roof stripe, 2 speed saloon heater, wheel trims, destination dome and equipment, gliding power door, heavy duty lino, courtesy panels trimmed in carpet and fitted with ashtray.

Price on the road **£169.94 per week**

Stock

MERCEDES 609D; 24 seat service bus, 24 moquette bus seats with top hand rail, full soft carpet trim, framed bronze tinted windows, heavy duty lino to floor, destination dome and equipment, glider power door 2 x 2 speed saloon heaters, full size lift up roof vent, fluorescent saloon lights with night light fittings.

Price on the road **£154.25 per week**

MERCEDES 814D MIDI EXECUTIVE COACH

To various specifications

1987 E Reg 29 seat Mercedes 814 6 cylinder coach
1988 E Reg 29 seat Mercedes 814 6 cylinder coach
1988 E Reg 16 seat Freight Rover 300 minibus

Prices do not include VAT
Finance arranged subject to status
Conversion also on RENAULT/FORD/TALBOT EXPRESS VEHICLES

PHONE NOW ON
051 933 1016
AFTER HOURS
0925 68002

(16883/MB)

IVECO 35.8, B REG, 14 seats, PSV tested to 26/3/92, Robin Hood conversion. High roof. **£3,850 + VAT.** W & H Motors. **Tel. 0293 540024. Crawley, W/ Sussex.** (18240/MB)

1985 MERCEDES 608, 21 retrimmed high back moquette seats, carpet to floor, very large boot, excellent condition, MoT March '92, **£9,900 + VAT ono. Tel. (0278) 683280.** (18489/MB)

1986 D REG FREIGHT ROVER SHERPA DIESEL, 18 seats plus 5 standees, power doors, exterior white/blue, good condition, choice of two, MoT to September/October 1991. **£5,750 + VAT ono. Tel. Clintona Minicoaches: Brentwood 0277 215526.** (18706/MB)

1984 (B) MERCEDES 608D. 16/21 Vogel seats, armrests, luggage rack, boot, radio cassette, good tyres, good condition. Sale due to ill health. **Tel. (0228) 34251.** (18447/MER)

1987 TALBOT EXPRESS, taxed, tested, 14 seats, 2.5 diesel, 5 speed gearbox, good condition, ready for work. **Choice of two.** From **£5,000 ono. Tel. 0443 690608.** (18149/MB)

WESTERN COMMERCIAL

NEW STOCK

811 TURBO MERCEDES. PMT AMI front or Mercedes front, 33 seat, wide body, coachbuilt with power glider door, large boot, full width coach seats, high spec + standees. Stock.

709 MERCEDES. PMT. 25 full width coach seats, power door glider, large boot + standees. Stock.

609D MERC VAN CONVERSION, 24 seats, electric door, deep boot, stock.

308 MERCEDES, 12 seat, luxury.

USED

1990 MERCEDES 811, coach built AMI, 33 seats, luxury, low mileage.

1989 MERCEDES 814, 26 seats, electric door, large boot.

1986 TOYOTA OPTIMO. 19 seats plus courier.

1985 TALBOT EXPRESS, 14 seats.

1985 MERCEDES, 21 seats, new MoT.

1984 MERCEDES, 21 seater.

1983 MERCEDES 608. 21 seats.

1982 MERCEDES, 19 seats.

1980 MERCEDES, 12 seat, low roof.

(17834/MB)

BRIDGE STREET, NEWBRIDGE, NR EDINBURGH
CONTACT JOHN LEITCH ON **031-333 2001**
OR EVENINGS 0357 21888
ALSO GORDON SHEARER ON 0466 792077 EVENINGS

COACH CLEARANCE SALE

TOYOTA OPTIMO GL, 18 + 21 seats, choice of 3 (1988), cost per week **£184.14 + VAT**

TOYOTA OPTIMO GL, 21 seaters, (1987), cost per week, **£177.32 + VAT**

LEYLAND CUB (Optare Bodied), 33 + 8, full auto, power steering, moquette seats, air door (1986), cost per week **£117.99 + VAT**

IVECO FORD 45:10, 18 seater, full coach interior, cost per week **£112.53 + VAT**

Prices quoted are based on a 3 year hire purchase with 20% + VAT deposit. Ring for details on easy payment plans to suit your business needs. Cash sales also available.

CASH SALE BARGAINS

1976 BEDFORD PJK, 33 seater.....**£6,000 + VAT**
1976 BEDFORD YMT, 53 seater .....**£6,000 + VAT**
1979 FORD R113, 53 seater.....**£6,500 + VAT**
1983 MERCEDES 608D, 19 seat Reebur .....**£12,500 + VAT**

For more information tel. Brian Bird on

WEST DURHAM COACH SALES LTD.,

0388 811848

(16884/MB)

MINIBUSES

1988 15-SEATER RENAULT MASTER EXECUTIVE
coachcraft conversion. High back seats, drinks machine, under-floor luggage, soft trim, tinted windows, curtains, 54,000 miles, excellent condition, possible work in Essex area.
£13,000
Tel. 0702 231548
(13806/MB)

HAVE YOU LOST A BUS DUE TO ACCIDENT DAMAGE, MECHANICAL PROBLEMS OR JUST TOO MUCH WORK?
DON'T LOSE BUSINESS – LET US HELP WITH SHORT TERM VEHICLE HIRE!!
SERVICE BUS OR COACH SPECIFICATION
Freight Rovers or Mercedes Benz – 507 – 609 – 709 up to 26 seats plus courier.
From as little as £48 per day (minimum 1 week hire)
Delivery & Collection can be arranged.
Call 0785 760666 anytime
M.M.S. SPOT HIRE SPECIALISTS
(18651/MB)

1989
SHERPA DAF 400 TURBO
with air suspension, MoT October 1991, 16 high back seats, radio cassette, excellent condition.
£13,300 ono + VAT
0905 772301 or 0831 11305
(18729/MB)

BARGAIN OF THE WEEK. 1987 Freight Rover 350 diesel. 16 seats + 5 standees, power door, destination board, PSV till August 1991, engine needs attention, **£2,995 + VAT. Tel. 0249 782401.** (18360/MB)

1979 17 SEATER REEBUR TRANSIT DIESEL, new high back seats, radio cassette, exterior and interior very good, chassis needs some repair, hence the price of only **£1,800 + VAT. Tel. (0984) 40246/41107 (Somerset).** (18746/MB)

MERCEDES 608
19 seater, 1985, Mellor conversion, MoT & tax April 1992, six new tyres, radio cassette, P.A., fan, curtains, luggage racks, arm rests, boot, excellent condition, FSH, owner driver.
£10,500 Negotiable
JOHN COLLINS, WINDSOR 0753 858596
(18737/MB)

UNCLASSIFIED

1989 DAF SB2300 DUPLE 320. 51/53 recliners, removable servery, rear toilet, Driveline warranty June '92. **£62,500 + VAT ono.**
1983 VOLVO B10M VANHOOL ALIZEE H. 48 recliners, rear floor mounted toilet, servery, cool box, video. **£42,000 + VAT ono.**
1982 VOLVO B10M VANHOOL ALIZEE H. 48 recliners, centre sunken toilet, boiler, video. **£36,000 + VAT ono.**
1976 LEYLAND LEOPARD DUPLE DOMINANT. 53 seater, semi-auto, MkIV front and repanelled, retrimmed, refloored, new boot, brand new engine. **£12,000 + VAT ono.**
ARVONIA COACHES, CAERNARVON
Tel. (0286) 5175/77868 (18391/UN)

UNCLASSIFIED

ERRINGTONS

NEW TOYOTA OPTIMO II GL, 21 seats + courier and table, white with red stripe interior, available now.
1989 RENAULT MASTER Diesel, **COACH CRAFT,** 15 seats, underfloor luggage, coach back end, fully soft trim interior, MoT April 1992, immaculate condition. **£13,500.**
1986 FREIGHT ROVER Diesel Dormobile, 16 seats plus 5 standees, power door.
1985 (C) MERCEDES 608D Ensor, 21 Vogel seats, coach back end, MoT July 1991, very clean, one owner..... **£12,500**
1984 BEDFORD YNT TURBO, 6 speed ZF Duple Laser (53), speed limiter, new MoT, very clean.
1982 (Y) BEDFORD YNT TURBO 500, ZF 6 speed, Plaxton Supreme V, 53 re-upholstered seats, power door, radio, side lockers, tinted windows, new MoT, **£13,500.**
All prices subject to VAT
Evington, Leicester LE5 6DQ. Tel. (0533) 730421 (18710/UN)

COACHMART
NO. 1
FOR INDUSTRY NEWS. ONLY 86p PER WEEK

1980, 17 seater Bedford, diesel, Reebur, MoT 17/2/92, s/s, w/trims, white/red, stripe exterior, maroon high back seats, radio, boot, good condition throughout. **£2,495.**
1980, 29 seater Bedford, Duple-bodied, MoT'd this week, Bristol Dome, 330 engine, unmarked white exterior, blue interior, purchased 11 months ago for **£8,000. Quick sale for £5,750.**
0707 326263 Herts
(18444/UN)

REGAL
COACH SALES LTD.

1989 (G) LEYLAND SWIFT VANGUARD BUS. Automatic, Telma retarder, 39 seats, luggage pen, 16 standees, all white, new MoT.
1989 (F) VOLVO B10M 3500 PARAMOUNT, 53 seats, rear continental door, toilet, long MoTs, choice of two.
1988 (E) VOLVO B10M 3500, Paramount, 49/53 seats, centre continental door, toilet, new MoT.
1986 (D) CAETANO IVECO, 24 seats bus, manual, Telma retarder, choice of 4, long MoTs.
1986 (D) DAF MB 230 DUPLE 340. 53 reclining seats, toilet, rear continental door, new MoT.
1984 DAF JONCKHEERE, 49 seats, toilet, TV, video, MoT March 1992.
1983 DAF JONCKHEERE, 49 seats, toilet, TV, video, MoT March 1992.
1984 PRIVATE PLATE DAF SBR 2300 JONCKHEERE. 3 axle, 71 seats, toilet, TV, video, MoT May 1991.
1983 PRIVATE PLATE MAN SR280 VAN HOOL ALICRON. 49 reclining seats, toilet, TV, video MoT May 1991.
1983 (Y) LEYLAND TIGER 245, Plaxton paramount 3200 Express, 52 seats, semi auto, new MoT.
1983 (Y) VOLVO B10M VAN HOOL ALIZEE. 53 reclining seats, courier seat, continental door, new MoT.
1983 (Y) VOLVO B10M DUPLE DOMINANT IV. 12 mtr, 53 seats, radio, PA, new MoT.
1983 MAN T813 VAN HOOL ALIZEE, 38 reclining seats, TV, video, centre toilet, kitchen, MoT April 92.
1981 (X) BEDFORD YMT, 45 seats, power door, radio/PA, MoT July 1991.
1981 (W) LEYLAND LEOPARD DUPLE DOMINANT IV, 11 metre, 49 seats, semi auto, tinted windows, Express doors, choice of 3, new MoT.
1978 (S) FORD 360 TURBO ALEXANDER. 53 seats, service bus. One remaining. Long MoT.
1978 (T) LEYLAND NATIONAL. 49 seats, 22 standees, choice of 2. Long MoT's.
1976 (R) LEYLAND LEOPARD PLAXTON SUPREME, 11 metre, 49 seats, semi automatic, Express doors, MoT January '91.
1975 (N) LEYLAND LEOPARD DOMINANT. Semi auto Paramount front, 53 seats, MoT April 1991.
OLD MILL PARK, KIRKINTILLOCH, GLASGOW G66 1SP
Day Telephone: 041-776 3268
Fax 041-777 8138 Evening 041-775 1884 (17137/UN)

WOMBWELL DIESELS COMPANY LTD.

PASSENGER VEHICLE SALES

DOUBLE DECKERS SINGLE DECKERS PRICE FROM £2,000

DOUBLE DECKERS

1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test expired.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 12-2-91.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. New test.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. New test.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 29-1-91.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. New test.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test expired.
1976 BRISTOL VRT SL3, Gardner 180 engine, ECW body, 74 seats, new test.

SOLD

CHEAP DOUBLE DECKERS

3 X 1972 LEYLAND ATLANTEANS, 78 seats, Alexander bodies. Tests expired.
1972 LEYLAND ATLANTEAN, 76 seats, East Lancs body. Test expired.
2 X 1977 BRISTOL VRT SL3, Gardner 180 engines, Northern Counties bodies, 74 seats. Tests expired.

COACHES

1979 LEYLAND LEOPARD, Plaxton Supreme body, 53 seats. Test 13-12-90.
1979 FORD DUPLE DOMINANT II body, tested til end February 14-2..
1978 FORD PLAXTON SUPREME body. Test expired.
1977 LEYLAND LEOPARD, Plaxton Supreme body, 53 seats. Test 18-10-91. **£6,750.**
1979 BEDFORD YMT, Plaxton Supreme 4 body, 53 seats. Test 9-2-91.

SOLD
SOLD

1984 ROYAL TIGER DOYEN Executive Spec. One remaining, toilet fitted, £25,000. New test.
1986 MCW METROLINER Executive Spec. Choice of three. Toilet and servery (single deck coach) £30,000. Long tests.

1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 31-1-91.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 14-3-91.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 8-2-91.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 30-1-91.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 25-2-91.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 9-4-91.
1975 LEYLAND ATLANTEAN, Northern Counties body, 75 seats, power steering. Test expired.
1975 LEYLAND ATLANTEAN, Northern Counties body, 75 seats, power steering. Test expired.
1975 LEYLAND ATLANTEAN, Northern Counties body, 75 seats, power steering. Test 29-4-91.
1976 LEYLAND ATLANTEAN, Northern Counties body, 75 seats, power steering. Test expired.
1976 LEYLAND ATLANTEAN, ECW body, 74 seats, power steering. Test expired.
1976 LEYLAND ATLANTEAN, ECW body, 74 seats, power steering. New test.

SINGLE DECKERS

PRICES FROM £3,000.
1976 10.3M LEYLAND NATIONAL. Test 20-4-91. 41 seats.
1979 10.3M LEYLAND NATIONAL. Test expired. 44 seats.
1979 10.3M LEYLAND NATIONAL. Test 31-7-91. 44 seats.
1979 10.3M LEYLAND NATIONAL. New test. 44 seats.
1979 10.3M LEYLAND NATIONAL. Test expired. 44 seats.
1973 11.3M LEYLAND NATIONAL. New test. 49 seats.
1979 11.3M LEYLAND NATIONAL, 49 seats.

SOLD
SOLD
SOLD

1980 LEYLAND NATIONAL MK II. Leyland 680 engine. New test.

COLLECTOR'S ITEMS

LEYLAND E39 engine and gearbox.
BRISTOL AVW engine and box.
1965 ROUTEMASTER, 64 seats. Test 2-4-91.
1963 ROUTEMASTER, 64 seats. Test expired.
RT and ROUTEMASTER spares.

TEST DATES NOW AVAILABLE FOR THE ABOVE VEHICLES.

WANTED

Buses and coaches, scrap or re-usable. Best prices paid. Cash on collection.

BREAKING

Large selection spares including: **Bristol VRT, Bristol RE, Volvo Ailsas, Ford Van Hool, Leyland National, Leyland Atlantean, Leyland Leopards, Daimler Fleetline, AEC Reliance, AEC Regent, Routemaster and some RT spares. Supreme III spares and including glass.**

TELEPHONE 0226 752086
Evenings 0977 642443 (Chris),
0226 284187 (Paul) or Mobile 0836 363223 Fax. 0226 340500

Wombwell Diesels Company Ltd, Station Villa, Park Hill Road, Wombwell, Nr Barnsley

(13734/UN)

UNCLASSIFIED

AD COACH SALES

Tel 0271 865080 Office
0884 860767 Garage
0836 345304 Mobile

1987 BEDFORD YNT Duple 320, 53 recliners, new MoT, radio, PA, power door, etc.....**POA**

1982 SETRA 215 HD, 49str, exec.....**£44,950 + VAT**

1985 DAF CAETANO ALGARVE, 51str, exec.....**£39,950 + VAT**

1984 TIGER 245 BERKHOF EVEREST, 49str, exec.....**£POA**

1978 BRISTOL LHL PLAXTON, 53 str, MoT June '91, well above average.....**£4,500 + VAT**

1977 AEC DOM II, 57str, MoT June '91.....**£6,500 +VAT**

1978 FORD DOM II, 53 str **£1,995 + VAT**

GOOD QUALITY VEHICLES WANTED

(18690/UN)

1983 LEYLAND TIGER VAN HOOL ALIZEE H, 50 seats, toilet, TV/video, radio/PA, MoT 11.4.91. **£30,000 + VAT.**

1984 VOLVO JONCKHEERE P50, 51/53, toilet, drinks, driver's bunk, wired for TV/video, MoT 2.92. **£38,000 + VAT.**

1984 DAF MB2000 VAN HOOL ALIZEE H, 51/55 seats, toilet, driver's bunk, drinks, TV/video, Webasto, new MoTs. Choice of two. **£40,000 + VAT each.**

1985 DAF SB2300 JONCKHEERE, 49/51 seats, fridge, TV/video, toilet, driver's bunk, air conditioned, radio/PA, MoT 16.2.91 and 10.3.92. Choice of two. **£40,000 + VAT each.**

1986 VOLVO B10M VAN HOOL ALIZEE H, 52 + rear floor toilet, wired for TV/video, MoT 11.91. **£52,000 + VAT.**

1987 E DAF SB2300 JONCKHEERE P50, 51/53 seats, toilet, drinks, driver's bunk, wired for TV/video, MoT 7.91. **£55,000 + VAT.**

1988 VOLVO B10M VAN HOOL ALIZEE H, 51-55 seats, toilet, drinks, wired for TV/video. **£70,000.**

1988 VOLVO B10M VAN HOOL ALIZEE H, 52 seats, rear floor toilet, wired for TV/video. **£70,000.**

P/X considered including late type service buses or minibuses.

WILSON'S COACHES LTD
CARNWATH 0555 840249

(18745/UN)

1988 HIL 2392 VOLVO B10M PLAXTON 3500, 53 reclining or 49 with toilet or 47 toilet and servery, MoT 5/12/91, colour all white, immaculate condition. **£72,950 ono.** Part exchange welcome. **1980** HIL 2389 LEYLAND LEOPARD DUPLE DOMINANT II, 49 recliners, courier seat, Telma, radio cassette, now MoT 28/4/92. Speed limiter. **£11,950 ono.** Part exchange welcome. **1982** X LEYLAND TIGER 245 PLAXTON VIEWMASTER, 44 recliners, toilet, servery, speed limiter, radio cassette, MoT 31/10/91. **£22,500 ono.** Part exchange welcome. All plus VAT. **No time wasters please.**

Tel: ROGER HILL, CONGLETON
0260 276067 or 273543 anytime.

(18694/UN)

1980 LEYLAND LEOPARD
Private Plate, s/limiter fitted, Webasto, 46 r/seats, MoT April '92.
£12,750 + VAT ono

FORD R1114 T Reg
PLAXTON Mk IV
53 seats, good condition, MoT April '92.
£5,750 + VAT ono
Would p/x for Ford T152 35 seater + cash diff.

Ford R1114 PLAXTON
R Reg
53 seater, tidy coach, MoT September '91.
£3,000 + VAT ono

TEL. 0203 403907

(18233/UN)

1988 F REG SCANIA K112 VAN HOOL SUPERHIGH

49/53 recliners, centre sunken demountable toilet, double glazed tinted windows, curtains, carpet, coffee boiler. TV video, fitted driver's bunk, Telma, wheel trims, radio cassette, MoT Sept '91, tax, 205k from new, serviced by Scania and still has warranty cover, not shuttled.

£79,950 ono + VAT

1984 A REG MERCEDES NEOPLAN JET LINER

49 recliners, centre sunken toilet, coffee machine, 2 TV's, video, blinds, driver's bunk, wheel trims, radio cassette, MoT Feb '92. Recon engine fitted by Mercedes.

£40,000 + VAT ono

Re-advertised due to dreamers. Finance available subject to status.

TEL. 061-480 0617, 0831 267 566 after hours

(18129/UN)

DUE TO REPLACEMENT THE FOLLOWING VEHICLES ARE FOR SALE

1977 LEYLAND NATIONAL, 49 seats, 11.3m, MoT December 1991. **£5,500.**

1977 LEYLAND NATIONAL, 49 seats, 11.3m, MoT May 1992. **£5,500.**

1979 LEYLAND NATIONAL, 49 seats, 11.3m, MoT April 1992. **£6,500.**

1979 FORD PLAXTON, 53 seats, good condition, FTA inspected, MoT September 1991. **£3,500.**

1975 LEYLAND ATLANTEAN, 76 seats, FTA inspected, MoT October 1991. **£3,500.**

1972 DAIMLER D/D, 74 seats, FTA inspected, MoT October 1991. **£2,000.**

Telephone: 051 922 4440

(18668/UN)

VANGUARD
BUS AND COACH SALES

FED UP WITH FISHING AROUND IN RETAIL PRICES? TRY THESE NETTS FOR SIZE

1988 Talbot Pullman Express, 20 seats, very nice condition, new MoT, new engine.....**£12,500**

1984 Transit, 14 seater, long MoT, non PSV, petrol.....**£1,800**

1983 Bedford CF petrol, 12 seater, MoT.....**£1,750**

1983 Tiger 245 3200, 53, express, vgc, MoT, repainted white.....**£27,500**

1982 Tiger 245, Domi IV, 53, tinted windows, vgc, Eberspacher, long MoT.....**£21,500**

1980 Leyland Leopard Dominant II, good condition, MoT.....**£9,500**

1979 Bedford YMT Plaxton, 53 seats, long MoT.....**£6,500**

1979 Leyland Leopard Plaxton Supreme IV, repanelled, refloored, finished in white.....**£10,000**

1978 AEC 760 Plaxton Supreme IV, 53 seats, new floor, long MoT.....**£5,000**

1975/6/7 Leyland Leopard, s/a, Plaxton Supreme, power door, various MoT.....**From £4,000**

P/X considered, finance available at very competitive rates, existing HP settled (subject to status). Short and long term hiring available.

(18691/UN)

Telephone: (COVENTRY) 0203 490669
Fax 0203 643355 Mobile 0831 155071

PRIORY COACHES
HAVE THE FOLLOWING VEHICLES FOR SALE

SETRA 521 5HD, 1986. 49/53 seater, toilet, wired for video/monitor, coffee machine, fridge, carpet, recent new diff. MoT 22-1-92.....**£52,000 + VAT**

DAF BERKHOF, 1985. 49 seater, toilet, video, coffee machine, fridge, courier seat, retarder. MoT 16-1-92, tax.....**£32,000 + VAT**

BOVA EUROPA, 1984. 48 recliners, 5 fixed, crew seat. MoT 10-10-91, tax.....**£36,000 + VAT**

BOVA EUROPA, 1983. 48 recliners, 5 fixed, crew seat. MoT 14-9-91.....**£29,500 + VAT**

LEYLAND LEOPARD, 1982. 57 seats, Duple Dominant II, Telma, side lockers, recent retrim. MoT 9-1-92, tax.....**£17,500 + VAT**

FORD DUPLE DOMINANT II, 1978. 53 seater, retrimmed seats. MoT 12-11-91, tax.....**£6,000 + VAT**

FORD PLAXTON R1014, 1976. 45 seater, air door, Telma, recent retrimmed seats. MoT 21-8-92, tax.....**£3,250 + VAT**

FORD DUPLE DOMINANT I, 1976. 53 seater. MoT 11-5-91. Also Class 5, MoT 7-2-92.....**£1,250 + VAT**

FORD PLAXTON, 1976. 53 seater, MoT 1-4-92, tax. New recon engine.....**£4,250 + VAT**

FORD DUPLE R1114 DOMINANT I, 1975. 53 seater, MoT 4-3-92, tax. New recon engine.....**£4,000 + VAT**

LEYLAND ATLANTEAN, 1974. 77 seats, MoT 31-8-92.....**£1,400 + VAT**

LEYLAND LEOPARD, 1972. 45 seater, Plaxton, air door, MoT 21-12-91, tax.....**£2,000 + VAT**

AEC SWIFT SERVICE BUS, 1969. 42 seater. MoT 10-6-92, tax.....**£2,000 + VAT**

VEHICLE SPARES
Breaking: Ford, Bedford, Duple Plaxton.
Windows, tyres, axles, gearboxes, etc.

0705 580522/511339

(18503/UN)

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A range of coaches prepared to test certificate standard and sensibly priced, an engineer's report to hand for each vehicle.

Full inspection facilities, your instructions will be carried out to our usual high standards including painting to your choice!

1990 BOVA FUTURA, 48 luxury seats, double glazed, toilet, servery, optics, hot and cold running water, curtains,carpets, Telma, 52,000 kms, test, genuine, immaculate machine.

1983 245 TIGER VAN HOOL, 12 metre ZF autolube, 52 recliners, TV, video, tinted windows, curtains, courier seat, probably the best example available anywhere.

1982 B10M GOLDLINER, 12 metre ZF, Telma, power door, tinted windows, curtains, radio cassette, 50 recliners, full soft trim in red moquette, exterior finished in white, wheel trims, new test.

1981 LEOPARD 003 SEMI AUTO, recent engine, new test, 49 seats, major body overhaul, finished in white.

1978 LEOPARD DOM EXPRESS, this vehicle looks new, much of the body structure is, with new body lines and mouldings, 53 red retrim seats, finished in white, new test.

1977 LEOPARD DOM EXPRESS, a straight reliable coach, 53 recently trimmed seats, tested, finished in white, ready to work.

1981 R1114 DOM, a well specified coach, tinted windows, curtains, 53 seats, tested and tidy.

1980 & 1979 R1114 SUP IV COACHES, sensibly priced, ready for private hire and contract work, these are very good vehicles.

1981-1975 BEDFORD DUPLE COACHES & EXPRESSES, tested and clean, ready to work machines.

We have further examples of coaches and buses ready to work. Our workshops are geared to paint vehicles to your scheme after seating arrangements and signwriting etc.

Our range of floor coverings is the most extensive.

"Give your gangway a fresh approach"

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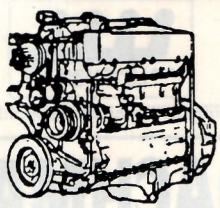

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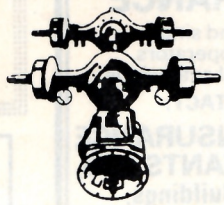

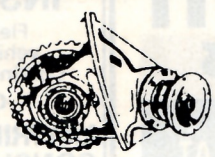

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drinks, excellent
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Send your picture, colour or black and white, and leave the rest to us.

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But don't just take our word for it ... Our advertisers confirm how well Coachmart works for them ...

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3 WAYS TO SELL IT FAST

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FROM £12.50 + VAT

Minimum 25 words
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BARGAIN BUS

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£4,000

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ONLY £25.00 +VAT (Maximum 25 words)
TEL: 0733 898111

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ONLY £55.00 + VAT
Tel. 0733 898111

THE BETTER YOU TELL IT - THE FASTER YOU CAN SELL IT!

1. Choose your advertisement style (please tick)

A STANDARD POSITION	B BARGAIN BUS	C PICTURE COACH	D BOX NUMBER
minimum 25 words			
☐ x 50p = £ ☐	☐ x £25 = £ ☐	☐ x £55 = £ ☐	☐ x £8 = £ ☐
No of words + VAT	No of weeks + VAT	No of weeks + VAT	No of weeks + VAT

2. What is the best classification for your advertisement? _____

3. ▼ Start your advertisement here - one word per box - minimum 25 words - PLEASE WRITE CLEARLY IN BLOCK CAPITALS

4.
Your Name
Company Name
Address

Postcode Tel:

5. I enclose a cheque/postal order for £_____
Payable to Coachmart, or please debit my Acces/Visa card
No. ☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐

Send to: Coachmart Classified, Wentworth House, Wentworth Street, Peterborough PE1 1DS

OR TEL: 0733 898111

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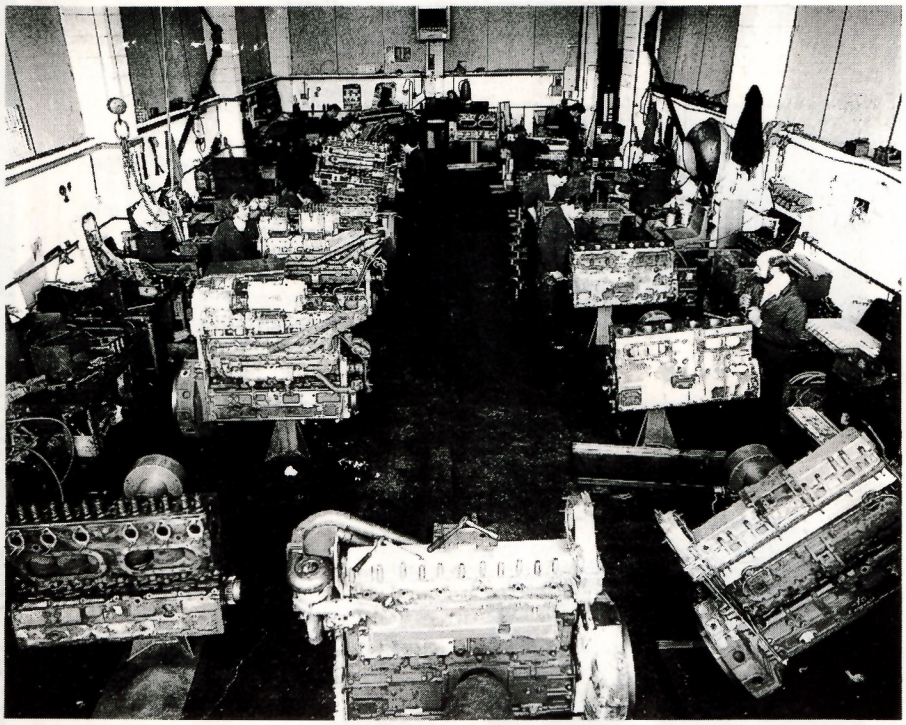

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BETWEEN 10 am – 4 pm

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1988 VOLVO B10M CAETANO ALGARVE, 49/53 seats, centre toilet, TV/video, courier seat, double glazing & curtains.

1984 MERCEDES V8 NEOPLAN CLUBLINER, 59 seater, radio, PA, tape, 2 TV & video, 2 tables, curtains, blinds, tinted glass, Webasto, power door, Cont door, toilet, water heater, courier seat, coffee machine, kitchen, side lockers and soft trim. New MoT.

1985 DAF GALAXY, 49/53 recliners, demountable rear sunken toilet, rear cont door & steps, bunk, tinted double glazing, carpets, video, drinks machine, long MoT, finished in white.

1988 DAF SB2305 DHS CAETANO ALGARVE, 49/53 seats, demountable toilet, 2 x TV, video, hot water boiler, courier seat, driver's bunk, carpets and curtains.

1986 SETRA 215HD, 49 recliners, centre sunken toilet, Cont steps, powered Cont Door, wired for water boiler, video equipment, fridge, radio PA & tape, carpet to saloon, centre aisle, curtains to side windows, finished in white

1986 LAG PANORAMIC INTEGRAL KITCHEN COACH, 46 reclining seats, with rear servery, full air conditioning, centre toilet, continental step, water boiler, fridge plus usual executive features.

1984 VOLVO B10M GALAXY, 49 reclining seats, radio/PA/tape, one monitor video system, curtains, tinted dble glazing, power door, cont door & steps, toilet, water boiler, courier seat, drivers bunk, full soft trim. Due in shortly.

1989 LAG PANORAMIC INTEGRAL, 49 reclining seats, **full air conditioning,** radio, PA, tape, 2 monitor video system, carpets, curtains, tinted double glazing, continental door & steps, centre sunken toilet, bunk, Webasto, water boiler, fridge, Telma, full soft trim, new MoT.

1984 BOVA EUROPA MARK 3, 49 recliners, ZF reconditioned gearbox, new clutch, 265 bhp, toilet, TV/video equipment, Webasto, Nomad drinks machine, carpets, curtains, courier seat, radio/PA & tape and plug door, repainted in white.

1982 DAF PLAXTON SUPREME V, 47 seater, radio, PA, tape, TV/video, tinted glass, power door, toilet, water heater, courier seat, coffee machine and side lockers.

1980 DAF PLAXTON SUPREME 10, 57 seater, radio, PA, tape, side lockers, power door, MoT applied for.

VANHOOL

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Available from stock or to your specification

- DHS, SB3000 rear engine with Alizee 'H', 'DH' and Super High coachwork.
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Available from stock or to your specification

- DHTD, DHS, SB 3000 rear engine with 3200 low driver and 3500 coachwork.
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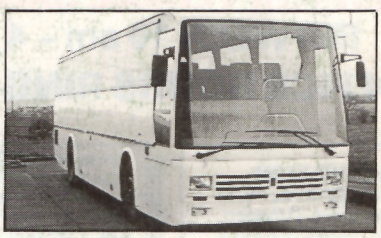
- DKZ SBR double deck coachwork.
- Choice of 1 star through to 5 star specification.

Hughes DAF – DUPLE



Available from stock

- DHTD, rear engine with 320 SL Plus coachwork, 57 reclining seats, curtains, carpet or 53 reclining seats with rear toilet
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